

ATLANTIC FISHERMAN

Registered U. S. Patent Office

Vol. IV.

APRIL, 1923

No. 3



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The red, white and blue *Tape-Marker* which can be found throughout the length of every Columbian *Tape-Marked* Pure Manila Rope, neither adds to, nor detracts from the strength of that rope. But it does most emphatically assure the user of super-strength and extreme wearing qualities.

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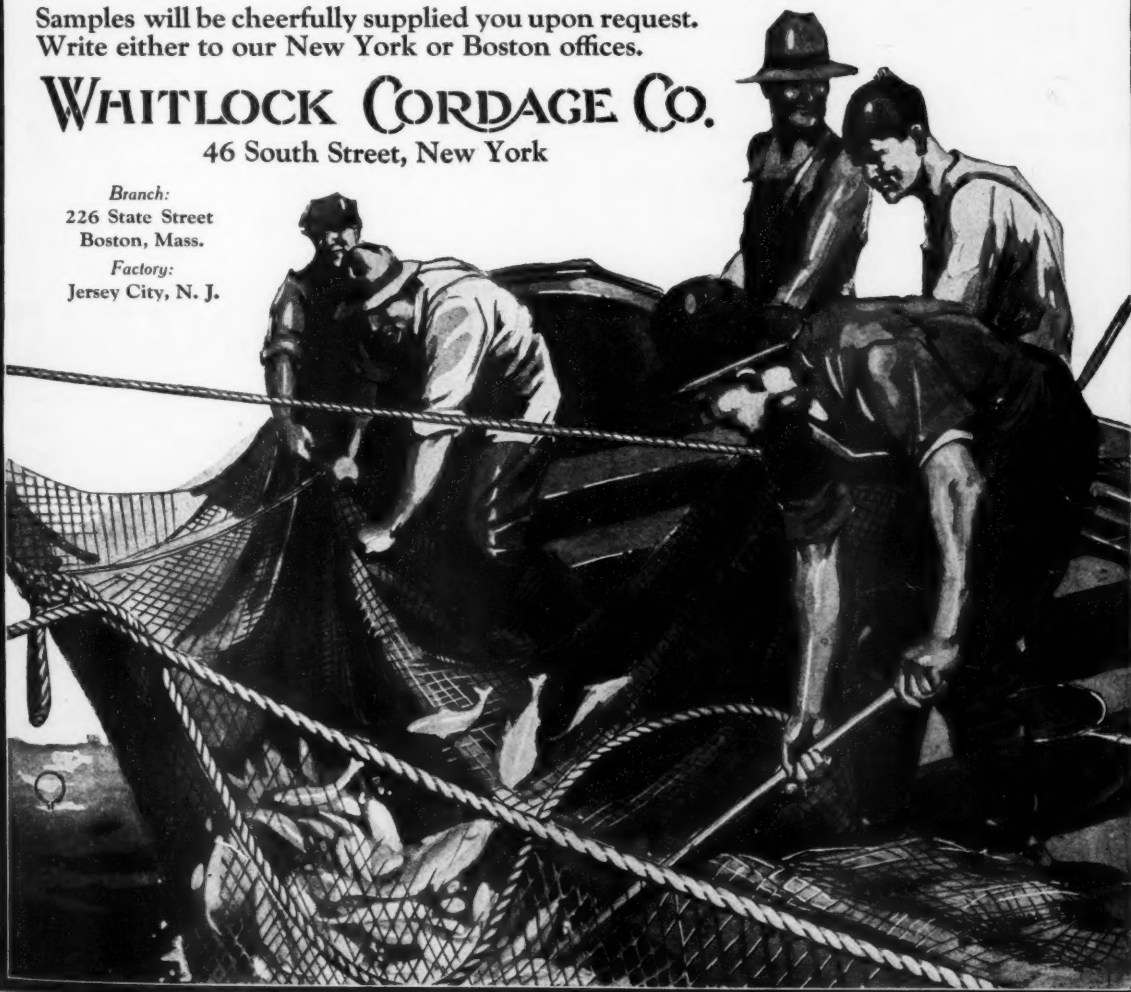
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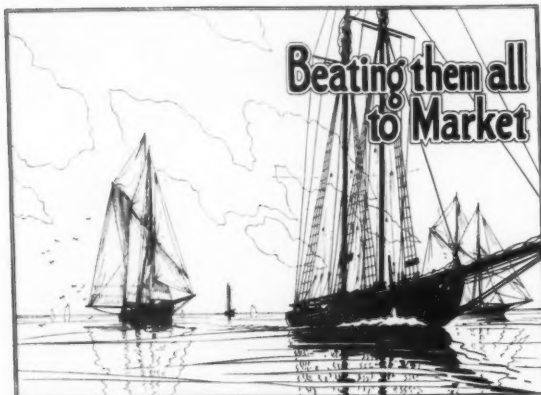
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ATLANTIC FISHERMAN, Inc.

100 Boylston Street
BOSTON, MASSACHUSETTS

Not A "Trade Paper"

The ATLANTIC FISHERMAN is a paper for fishermen—producers—the men who actually fish for a living. It does not purpose to cover the fish trades; nor does it wish to be looked upon as a "trade paper". Rather do we like to think of it as a home paper for fishermen.

Our first care is that its pages be readable, for we believe that matters of human interest and practical vocational help are more to be desired by our readers than stereotyped "trade notes" and dry-as-dust statistical matter.

We want it to be regarded as a steady and reliable source of information, profit and entertainment by that vast army of 150,000 workfolk which constitutes our field.

Atlantic Fisherman

A "FARM" JOURNAL FOR THE
HARVESTERS OF THE SEA

APRIL, 1923 VOL. IV, No. 3

David O. Campbell.....Pres. and Treas.
Frank Arnold.....Manager
Arthur W. Brayley.....Editor

Published Monthly by
ATLANTIC FISHERMAN, INC.
100 Boylston Street

Boston Massachusetts

A Dollar a Year Ten cents a copy

Entered as Second Class Matter August 25, 1921, at the Post Office at Boston, Mass., Under the Act of March 3, 1879.

Fair Play

We believe that all the advertisements in this paper are trustworthy. As proof of our faith, we offer to make good to actual subscribers any loss sustained by trusting advertisers who prove to be deliberate swindlers.

However, we are not responsible for claims against individuals or firms adjudicated bankrupt, or where estates are in receiver's hands, or against whom bankruptcy or receivership proceedings are pending.

Nor shall we attempt to adjust trifling disputes between subscribers and honorable business men. This offer holds good for one month after the transaction causing the complaint.

To take advantage of this guarantee subscribers must always state in writing to or talking with any of our advertisers: "I saw your advertisement in ATLANTIC FISHERMAN".

MEET WOBO—OUR NEW SUBSCRIPTION AGENT



WOBO sold subscriptions at the show, and he's pretty darn sore about it. In the first place he found that almost every fisherman who attended was already a subscriber, and secondly—well, he's looking for the fellow who said there'd be a crowd of 20,000.

The picture of Wobo is a trifle blurred. We just could not make him stand still. Oh, yes, folks, he moves—arms, feet, head, eyes and eyebrows.

THE COAST OF MASSACHUSETTS

Cape Cod is the bared and bended arm of Massachusetts: the shoulder is at Buzzard's Bay; the elbow, or crazy bone, at Cape Mallebarre; the wrist at Truro; and the sandy fist at Provincetown,—behind which the state stands on her guard, with her back to the Green Mountains, and her feet planted on the floor of the ocean, like an athlete protecting her Bay,—boxing with northeast storms, and, ever and anon, heaving up her Atlantic adversary from the lap of earth,—ready to thrust forward her other fist, which keeps guard the while upon her breast at Cape Ann.

—H. D. Thoreau.

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CARRYING THEIR EXHIBIT SOUTH

We learn that a representative of L. W. Ferdinand & Co. is planning to take the portion of a dory, which was exhibited at the show, south—a la flivver. This exhibit, showing the practical method of applying Jeffery's Marine Glue, is so unusual and so convincing that it is bound to make a hit wherever shown. Fishermen will do well to learn the whole interesting process from the man in charge—or turn to page 47 and clip the coupon.

SOME FISH SLOGANS

Last month we published an article entitled "Why Not a Fish Slogan?" Since then Mr. Arthur L. Millett, Massachusetts inspector of fish, comes to bat with a whole page of them, from which we have culled those below.

Mr. Millett, by the way, is the big gun behind the Massachusetts fish inspection service which is doing such bully work for the industry. We refer you to an article descriptive of this service entitled "Safeguarding the Fish

Industry," which will be found further along in this issue.

Here are the slogans:

Fish Farms Products Satisfy.

Fish Eat Well Friday—and Every Other Day.

Thrive and Save on Fish.

Fish Today—Fish Every Day.

Health You Wish? Eat More Fish.

Cut Down the Home Budget—Eat More Fish.

Fish Meals Cut Living Costs.

A Well Cooked Fish Is a Wholesome Dish.

Have What You Wish But Eat Some Fish.

HERE'S A GOOD ONE

IT has always been our impression that the natives of the warmer climates found it so easy to pick up a living (from under the orange, coconut and banana trees) that they were never hard put to it in the use of their brains for business purposes.

The following item, clipped from the Charlottetown (P. E. I.) Guardian, proves that our theory is way off. For downright geniuses in the art of evading manual labor we'll have to hand the palm of merit to these New Guinea fishermen.

An Odd Fishing Net

The natives of New Guinea have a very cheap way of providing themselves with fishing nets for use in their rivers and lakes. Cutting a long bamboo, they bend it into the shape of a large tennis racket, fastening the small end to the staff or handle with fiber. This they take into the forest and leave it for a few days. When they call for it again, the huge spiders of the country have been at work and covered it with a network of web strong enough to imprison any fish that may come in contact with its meshes. The bamboo is carried away, and no doubt, the spiders wonder what has become of their new home, made with so much labor.

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I have felt for a long time that
insufficient attention has been
paid to the many splendid cooks
found in the fishing fleets. It
gives me pleasure to publish
their photographs, month by
month, and so to give them a
place in fisheries history.

R. E. Warner, Treas.,
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N. A. JACOBSON
"Eleanor"

Schooner Columbia, Salt Banker

A Burgess Design That Is a Real Banker — Likely to Be a Contender Next Fall — Held Up at Shelburne Awaiting Crew

THERE are still a few people down Gloucester way who are of the opinion that salt banking can be made to pay. They'll tell you that a fast, burdensome vessel, a driving skipper and an old-time hand-lining crew make a profitable combination.

These people are not simply theorists. They've been quite willing to back their opinions to the extent of building a fast, burdensome schooner, having previously arranged for the services of a driving skipper and a capable hand-lining crew. The schooner is the Columbia; the skipper, Captain Alden Geele, and the crew a picked bunch of Novies. Yes, some combination.

Designed by Burgess, the new schooner has the characteristic speed lines of this master designer, yet her carrying capacity puts her well within the class of salt bankers. She is 137 feet overall, 25.4 beam, 14.1 depth of hold, 105 feet on the waterline and 140 tons. Her mainmast is 92 feet in height, and her foremast 85 feet. She spreads approximately 8,800 feet of canvas. Like all true Gloucester

fishermen she was built at Essex, coming from the yards of Arthur D. Story.

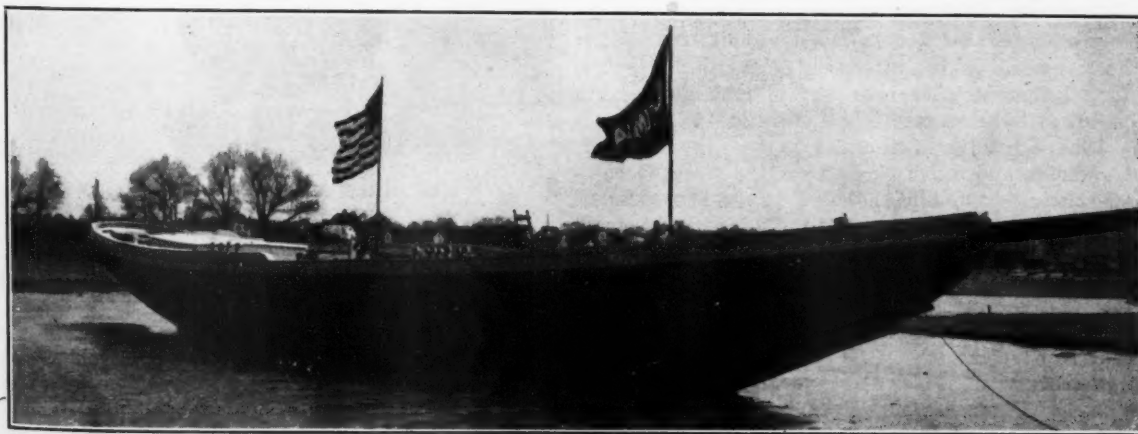
Though the Columbia is spoken of as a candidate for the fishermen's trophy honors, her owners declare that she was built for banking pure and simple. However, there is no question that she will take a hand in the racing event, providing it does not interfere with her regular work.

Launched April 17

The new schooner took her initial dip April 17. A prettier launching would be difficult to stage. There was no one on board the schooner when she slipped into the water in accordance with the desire of those having the launching in charge.

Three hours and a half after the new schooner Columbia had been towed to Gloucester from Essex her spars were stepped and work of setting up her rigging started.

George Roberts, who rigged the vessel, set up a new record on this job, completing the work in less than four days.



SCHOONER COLUMBIA

A Chance to Study Her Beautiful Sheer

She was outfitted by the Atlantic Supply Co., taking aboard her stores April 21. Aside from the food and general supplies for the men, she took six tons of coal, four feet of wood, 450 hogsheads of salt, three gross of wax candles, 20 yards toweling, 25 yards of torch wicking, one dozen torches, four coils buoy line, 30 dozen seven-pound lines, 10 dozen 22-pound lines, 700 pounds of lead to be melted and used for jigger hooks, 24 dory gaffs, 18 fish forks, 20 pairs of oars, 32 10-pound anchors, 30 gallons of gasoline, 36 pairs of rubber boots, 20 dozen pairs of cotton gloves, five dozen pairs cotton



JUST AS SHE HIT THE WATER

mits, 150 yards cotton cloth for dory sails, four dozen suits of oilskins, one dozen oiled petticoats, 24 bail buckets, 28 mattresses, 24 water jugs, besides the dishes, silverware, crockery, cooking utensils, tools, dory tackle and painters, etc.

Ready for Fishing April 25

On April 25 the Columbia was ready for fishing, though Captain Geele delayed sailing until the following day, owing to a strong head wind blowing from the northeast. Meanwhile there was time to put on the finishing touches to the new vessel.

With her steel gray hull well in the water by ballast, salt and stores, Gloucester's newest hope for international race honors sailed proudly out of her home harbor on the afternoon of April 26, headed for Shelburne, where she was to take aboard her dories and the balance of her crew.

She arrived at Shelburne harbor on April 28. Fog horns and conch shells from the score of hamlets along the 10-mile shoreline of the bay sounded a welcome to the new craft. The slippery craft made her way to an anchorage just 52 hours out of Gloucester—a splendid performance considering the fact that she carried a riding sail instead of mainsail. Light airs across the bay gave little opportunity to try the schooner's speed, but a nasty chop left over from a blown-out northeast gale as the craft left Gloucester showed the new vessel to be as soft as a feather bed in a seaway.

On May 1 the Columbia was still waiting to gather her crew from the storm-swept hamlets along

the Nova Scotia coast. Captain Geele had cleared his vessel at the Custom House and had taken aboard 24 brand new dories—everything ready but the crew. It seems that the seas had been running so high that the fishermen, who usually travel by water, were unable to get from their homes to Shelburne to join the vessel in time to allow the schooner to get away at the time scheduled.

Special Dispensation by Race Officials

The time limit under the deed of gift of the International Fishermen's Race cup, requiring contenders for the cup to sail from their last port of call for the banks, expired at midnight, April 30.

However, William H. Dennis, donor of the cup, and H. R. Silver, chairman of the board of cup trustees, stated that all reasonable allowances would be made for delays over which the owners and captain of the Columbia had no control.

On the night of April 29 the Columbia, riding at the end of 30 fathoms of cable, pulled her 800-pound anchor out of the mud and started up the harbor. Captain Geele, the cook, the boatswain, Captain Ben Pine, managing director of the owners, and the two newspaper men passengers on board tumbled on deck, and, in a busy half-hour, bent on another 800-pound hook, got it overboard, and rounded the runaway up a bare 100 yards off a nasty ledge under her stern. The schooner had dragged more than a quarter of a mile.

Hoped to Sail for Banks May 1

Captain Geele, who has pushed schooners in and out of Shelburne harbor for more than 30 years, declares that it is the first time in his ex-



HER LINES SHOW SPEED AS WELL AS BURDENSOMENESS

perience that he has ever heard of a vessel being blown off her anchorage in the harbor.

That was the type of breeze that has kept the Columbia waiting for her crew. The slim gray and white schooner from Gloucester hoped to get away May 1, but at any rate, the following day Captain Geele planned to put Shelburne light abeam on his way to gather in 300,000 pounds of embryo fish cakes for next winter's breakfast tables.

An 80-foot Flush Deck Fisherman

THIS schooner design, by Charles A. Anderson of Wareham, Mass., makes the fullest use of deck space for ease in handling dories and gear, especially if the schooner is engaged in trawling. Deck houses have been done away with, leaving a flush deck with the exception of two companion ways, forward and aft. Full head room is provided for in forecabin, engine room and the ice room. In the forecabin there are accommodations for ten men, with room for two more aft of engine room.

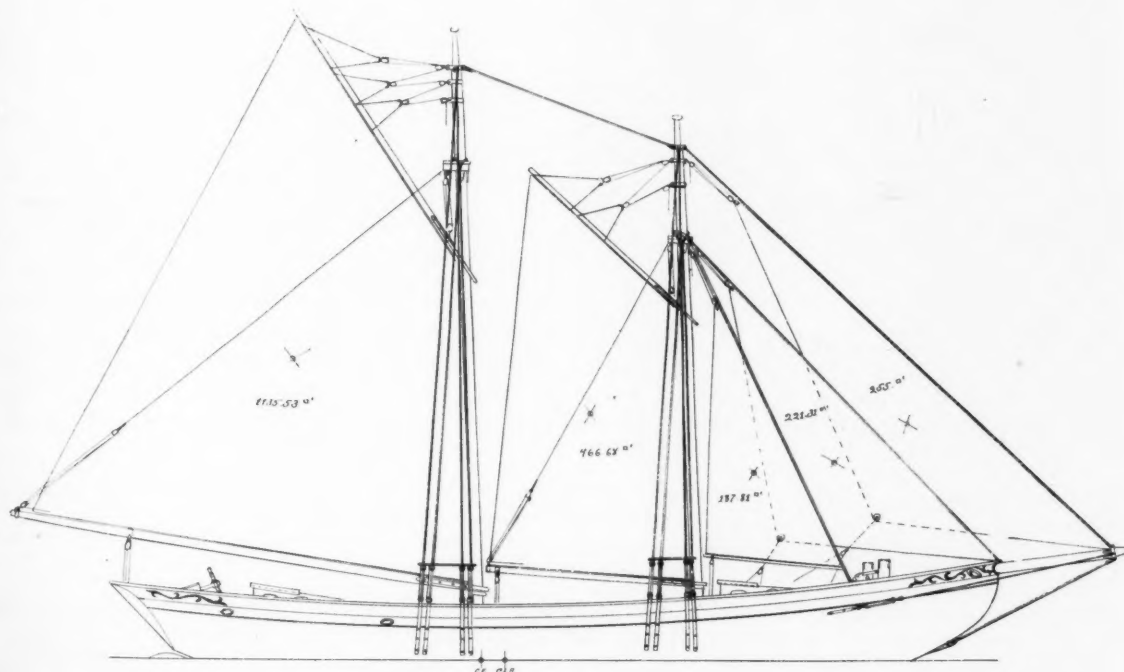
The dimensions are: Length over all, 80 feet;

beam, 19 feet, 6 inches; draft, 8 feet, 6 inches.

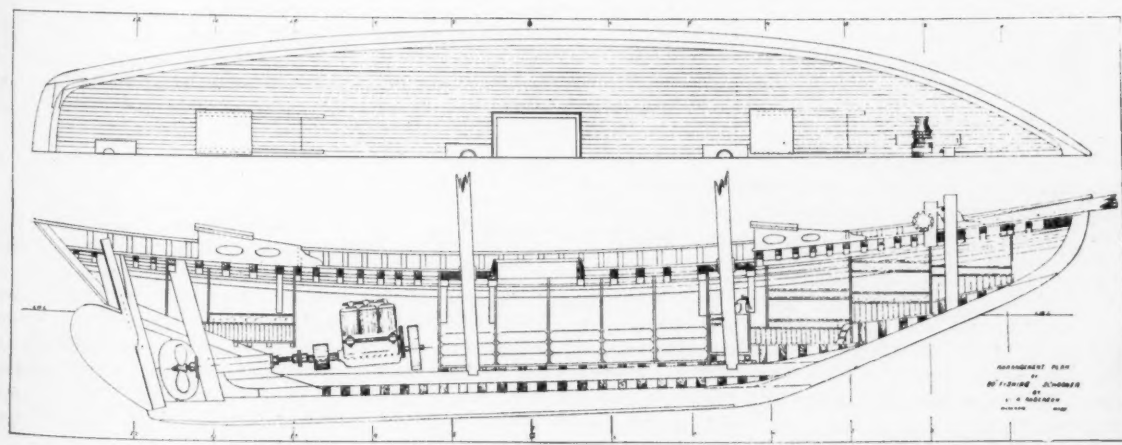
Aft of the forecabin is a 20-foot ice room. For a power plant there is room for a 100 H. P. engine, with ample tank room in the sides.

Her construction throughout is extremely heavy, for she is designed for outside work. Her frames are of oak, 4 inches by 8 inches; planking, 2-inch oak; decking, 2-inch pine; deck beams, 6 inches by 8 inches oak; ceiling, 2-inch oak.

Altogether she shapes up as a good, soundly designed small fisherman—one in which utility is emphasized to the utmost.



PLENTY OF DECK SPACE TO HANDLE DORIES AND GEAR



CHARLES A. ANDERSON, Designer

Safeguarding the Fish Industry

What the Massachusetts Fish Inspection Service Is Doing for the Good of the Industry

THE need of delivering fish in a fit condition to the consuming public is generally recognized as the chief concern of the fish industry of today. Nor can there be too much emphasis on this point of fitness. Without it the industry cannot hope to thrive. With it the possibilities for the development of our fisheries are simply limitless.

The Fish and Game Commission of Massachusetts has the right idea along this line. The inspection service which they inaugurated several years ago is now without question the most potent and liveliest factor in the safeguarding of the fish industry of any agency now in operation. For it must be remembered that the prevention of unfit food fish from getting into the hands of the consumer is not only a health proposition. Such work is simply indispensable in our efforts to popularize fish as a food. If other states were to adopt a similar method of inspection the whole fish industry would profit tremendously.

The report of the State Inspector of Fish covers several specific cases handled by his department during 1922 which serve to show the character, scope and value of this highly important service.

The steam otter trawler *Sheldrake* of Rockland, Maine, arrived at Gloucester June 10 from a fresh fishing trip, with a fare estimated at between 325,000 and 350,000 pounds of fresh fish. From the mate of the craft, (the captain not being on the scene) the inspector of fish learned that the *Sheldrake* sailed from Rockland, Wednesday, May 31, at 6:30 P. M., having in her pens below deck only 35 tons of ice. The craft started fishing on Western bank June 2nd at 4:30, being then in 43° 45' north latitude and 61° 10' west longitude. According to the log, the craft fished every day but one up to and including June 7, when she was headed for Gloucester at 6 P. M., arriving there some time on Saturday, June 10th and beginning discharging operations on Monday, June 12th. As the inspector was obliged to be at the State House on that date he did not have an opportunity of seeing the discharge of the first of the fare, but on visiting the craft early Tuesday morning noted that the fish were "coming out soft," although apparently sweet. Lack of sufficient icing was very apparent, however.

As the discharge of the fare continued, the condition of the fish approached

what in the opinion of the inspector was the "border line." He spoke to the agent of the craft's owners, who was in charge of taking out the trip, calling his attention to the fact that the fish were in very poor condition, and was assured that they would soon come better as the others pens were more heavily iced. As conditions did not improve, the inspector notified the agent and mate that better quality must be produced or landing operations must cease. In order to be fair in the matter the inspector allowed plenty of time for the crew to break down several more pens in an effort to ascertain exact conditions. Instead of disclosing better fish in other pens the quality was worse; indeed the "unsuitable" stage was clearly reached. The odor from the hold was noticeably bad and no ice of any account could be seen in the hold from the hatch. On deck the inspector had several baskets of haddock dumped from various pens for inspection. The fish were broken open and stripped and were undoubtedly sour and unfit for food in any form. On the wharf the same operation was repeated with some market cod, the result showing them unfit for food.

The inspector had now given the craft's agent two hours to produce better fish and then on pointing out the result of his observations, the agent admitted that he could not so produce. The inspector then instructed him to discontinue further landing of the fish for food, and operations were ceased. The inspector then notified the craft's owners in Rockland by telephone of his action and his reason therefor. The fish landed on the wharf during the morning while the inspector was judging the fare were put back on board the craft, which later in the day proceeded to Rockland, where it was learned the owners refused to accept the fare after it had been condemned by Massachusetts authorities, and it was dumped at sea.

The action of the inspector was endorsed by the large concern which had bought the trip and after discharging was stopped even the agent of the craft admitted that the fare was in "bad order."

It will be seen that the policy of the inspector is to use suasion and reasoning influence upon the offender, rather than make court cases of infractions, though in cases where it was felt that the gravity of the offense warranted, the offenders were made defendants at court.

Altogether some 282,000 pounds of fish intended for food were condemned during 1922 and thus prevented from reaching the tables of the people. The amount of harm done the fish industry had this fish reached its intended destination might be reckoned well into the thousands of dollars.

Correctional work at the producing centers is obviously the most effective. Work at Gloucester with the splitting fares has been productive of great good. At this port the inspector of fish spent considerable time during the summer months. Here it was found that the wholesale curers and shippers of salt fish were continuing their efforts to improve the quality of fish landed. To this end they had collectively issued a statement for the guidance of captains and fishermen, setting forth rules to be followed if the fish were to be landed and market prices paid. The statement issued was the same as that put out in 1921, which was not only received with favor by the master mariners and men of the "shack" fleet, so-called, but was productive of most gratifying results in improving the quality of the fares landed.

The dealers also requested, as they did the previous year, that the inspector of fish personally devote as much time as possible to this situation, and realizing their earnestness in the matter and also that here was an opportunity to advance the cause of good fish, all possible time was given this work.

As warm weather approached it became evident, if the season was to be a paying one for vessels and crews engaged, that fresh fares from the eastward would of necessity have to be accepted. Indeed, viewed from a disinterested standpoint it seemed well nigh impossible to enforce that part of the announced program which planned that only salted fares would be accepted from the eastern grounds. Notwithstanding that trips to the eastward consume much longer time generally than voyages to Georges, Brown's banks and South Channel, it was felt that if the vessels took large supplies of ice and fished one baiting, thus making comparatively short trips, the standard of quality might be maintained, and so, the gate was lifted tacitly on eastern fresh fish, and part of fleet transferred its operations to La Have, Sable Island and Western banks.

(Continued on Page 36)

Who's Who Among the Skippers

By CAPTAIN CHARLTON L. SMITH

TO Gloucester, in 1873, came a husky Swedish boy of 15. Coming from a line of seafarers of his native city, Gothenburg, this healthy youngster naturally joined one of the fine fleet of Cape Ann schooners. He was imbued with sterling principles; was indefatigable at his chosen calling; he climbed high.

Fifty years on the ocean! Just stop to realize it! What does it mean? In this case if you should take a trip to Gloucester, and the captain should be in port, you would see that it developed one of the most delightful gentlemen of the old school.

Of medium height, but great beam, is this neat, clean, round-faced cherub of a man. A smile that is half way serious lights his frank, honest face. He will tell you cheerfully, if asked, about his splendid career, for, although modestly exemplified, he is not at all self-conscious. To him false modesty would be abhorrent. You can see at a glance that here is the sort of a man who detests sham.

When asked the names of some of the vessels he went in before he took command, the captain said, smilingly: "Well, there were so many it will be hard to name 'em—but anyway, here are a few: The first was the Epes Tarr. Some others, but not in the order in which I joined 'em, are: Ivanhoe, Gertie Foster, Monitor, Lizzie Griffin and Loring B. Haskell.

"In 1887 I first took charge in the William Parson, 2nd, Company's schooner Gracie J. Jones. I sailed her one year. I sailed the same owner's Pathfinder the next summer and their Eleazer Boynton the following winter. The next year I had charge of the same schooners with the seasons reversed. Next I had the new schooner Eleanor, fresh from the builders. She was built at Moses Adams' yard, and was owned by Hodge & Poole. After two winters and one summer in this craft I had one built by Arthur D. Story. She was named for my daughter and was called the Florence E. Stream. She was owned by Samuel Montgomery and me.

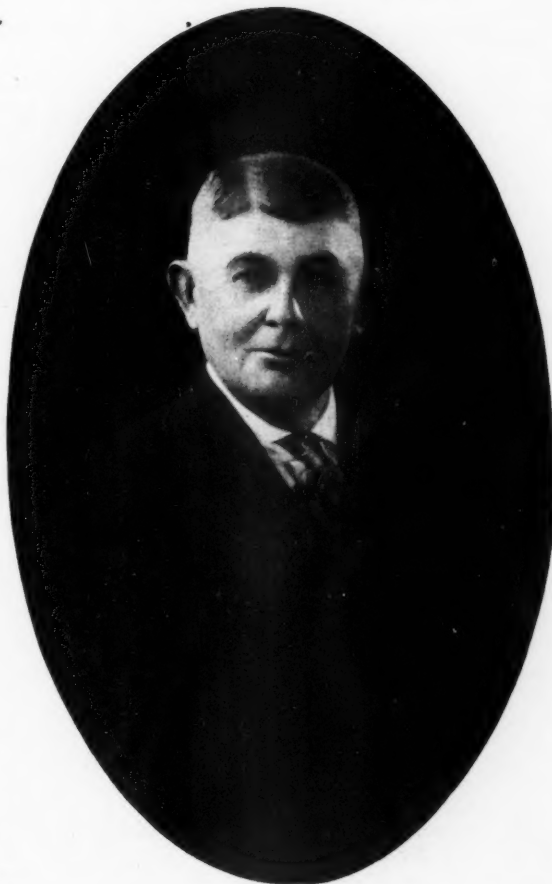
While sailing for the Montgomery's—a period of eighteen years—I had the Waldo L. Stream, built by James & Tarr. She was named for my only son, who died for his country, over in France, during the recent war.

"The next thirteen years I sailed vessels of the Gorton-Pew fleet. I'm now master of the John J. Fallon and have had her three years."

The captain and his wife live in Gloucester. The only child living is the daughter Florence, who is married and lives in Chicago.

Captain Stream says that in his fifty years as a master mariner he has never been dismasted, nor has he had collision or other serious accident. But he has had one man washed overboard and six lost in dories.

Fifty Years On the Ocean!



CAPTAIN FRANK STREAM

PIONEER TO STOP VANDALISM

Gloucester gill netters have been quite incensed over the alleged willful cutting and mutilating of their nets. It is said that the netters and trawlers are not on the best of terms, and that often when a boat becomes fouled in the nets the offending gear is simply cut away regardless in order to save a tub of trawl.

A request made by the Gloucester Chamber of Commerce that something be done to stop this vandalism has borne fruit. The Pioneer, a fast 65-foot power craft, has been detailed to waters where "piracy" has been reported. She will be in charge of Captain Nelson F. King, who has a wide acquaintance in the fishing industry. It is said that the Pioneer may be armed.

THE QUESTION BOX

We want all fishermen to feel free to write us for information on any phase of commercial fishing. Send in your questions with your full name and address, which will not be published.—EDITOR.

Q.—In a recent issue of *ATLANTIC FISHERMAN* you quoted prices on lobster pot laths f. o. b. Pacific Coast points. Could these be purchased in small lots, say enough for fifty pots, without having to pay more in transportation rates than the difference between mill price and the price we have to pay here?

A.—It would be impractical to buy laths direct from the mill in less than carload lots, the freight charges in smaller quantities being prohibitive. In carload lots, however, where collective buying is possible, a great saving to the individual would undoubtedly be effected. This could be best done through a local association of lobster fishermen. The present freight rates on laths from Seattle, Washington, to Portland, Maine, is 90 cents per 100 pounds (about \$4.50 per thousand laths). This is by rail. By water the rate is less, amounting to about \$3.20 per thousand laths.

Q.—I understand that a New England concern is manufacturing artificial pearls, using the silvery part of fish scales for coloring. Could you tell me how this substance is used in making the beads?

A.—In the manufacture of artificial pearls the fish scales essence, or essence d'orient, as it is sometimes called, is applied to the inner wall of a thin glass sphere and the cavity filled with a hard white wax.

Q.—We note in a recent government report that there are over 400 otter trawls in use in the Gulf States. Are these used for ground fish as in our New England fishery?

A.—Otter trawls in the section you refer to are used in the shrimp fishery, where they are fast replacing seines.

Q.—According to a California newspaper, a valuable substance called agar-

agar is being manufactured in that state from seaweed. Will you kindly tell me what agar-agar is, and whether or not it could be manufactured from some of our Atlantic coast sea weeds?

A.—Agar-agar is the commercial name applied to a gelatinous product which has been imported from Japan, China, and other places. Importations amount to about half a million dollars a year. While it is used in this country in making food and confections, agar-agar is primarily important because it is a necessary medium for bacteriological work, and is therefore essential to medical laboratories and hospitals. Although certain species of seaweed found on the west coast produce agar-agar of the best quality, as yet scientists have been unable to find a seaweed on the Atlantic coast in sufficient quantity to warrant commercial exploitation.

Riding Lights

A GOOD book is the best of companions, and each month we shall select for brief review in these columns the more promising of the newer books having the flavor of the sea, with here and there one of the old favorites which has stood the test of time.

The Marvels of the World's Fisheries

"The Marvels of the World's Fisheries," by Sidney Wright, gives a very interesting sketch of the fisheries of the world as seen from a British point of view. If the space given to our own Atlantic fisheries is disappointingly small, there are compensations, for the author writes interestingly of the fish and fisher folk of many strange and curious lands. There is a wealth of romance and information in Mr. Wright's book for any one interested in a general survey of the methods of the world's fisheries, both modern and primitive. (J. B. Lippincott Co.)

Captain Blood

Long before Rafael Sabatini attained his present popularity in our country, it was our own opinion that he, better than any other living writer, had the

gift of spinning a good yarn of high adventure. "Captain Blood" is a tale of the buccaneers and the Spanish Main, and for the lover of an absorbing story that keeps one reading far into the night, one cannot do better than to make the acquaintance of sardonic Captain Blood of the great ship *Arabella*. Incidentally, any Sabatini book is sure to be well worth reading. (Houghton Mifflin Co.)

Blackbeard Buccaneer

Ralph D. Paine has written another tale of the days when the trade of pirate was a recognized one and plied with more or less success by a host of blackbearded swaggering rogues who swarmed around our coasts, especially to the southward. Although written presumably for somewhat younger readers, we must confess to an evening pleasantly spent with Mr. Paine's motley crew. In *Blackbeard* we find no gentleman rover turned cutthroat, but the swarthy, beetle-browed terror of the seas who made pleasantly uncomfortable so many of the evenings of our own youth, with visions of planks that led to nowhere and yardarms that pointed

to eternity. The illustrations (some in color) by Frank Schoonover are especially attractive. (Penn Publishing Co.)

Position Finding at Sea—Based on the Method of De Aquino

In a compact meaty little book without one unnecessary word, the author, Gilbert P. Chase, lieutenant commander U. S. navy, retired, gives the result of 25 years of study and practical experience, avoiding the long descriptions, explanations and discussions found in the ordinary textbooks. (D. Van Nostrand Co.)

Robinson Crusoe

We shall always be grateful to the publishers for sending us the copy of "Robinson Crusoe" that lies before us, not because it is the handsome volume which it is, but because by so doing it became necessary for us to renew our acquaintanceship with Defoe's immortal story. And merely to read a few pages is to fall again under its spell—as fresh today as it was when Defoe wrote it, something over two centuries ago.

Our first copy was far different in appearance from the present large handsome volume with its large clear type and splendid illustrations in color by

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Wrecked on the Feejees

Experience of a Nantucket Man, the Sole Survivor of Crew
of Whaleship "Oeno", Who Lived for Nine Years
Among Cannibals of South Pacific

Published by NANTUCKET INQUIRER AND MIRROR

VII

AFTER this one of the chiefs of each tribe ran towards him, holding his club over his head, saying, "This is the club for the enemy." After this ceremony they divided into parties so as to attack several places at once. As soon as we drew near enough, the enemy attacked us with arrows and showers of stones. We then opened fire with the muskets, which frightened them so that they made offers of peace, offering all their whales' teeth and the chief's daughter, but their offers were declined, and when they found we were going to storm the town they fled to the woods. We entered the town and killed 40 of the inhabitants. One man climbed a cocoanut tree to secrete himself. He was soon discovered and fired upon, but they did not kill him. The tree was then cut down by order of the chief, and the poor fellow was soon dispatched.

We then marched down to our canoes, taking the dead bodies for a cannibal feast after we got with us five or six female prisoners and some of home. The next morning we set sail and proceeded to Ovalau, where we stopped for the night, and the following noon arrived at Ambow. Before landing all the young chiefs who had killed some of the enemy for the first time, painted themselves red and black, and each one had a staff with as many strips of white cloth fastened to the end as he had killed enemies. They then landed and marched up to the priest's house, where all the old chiefs and priests had assembled. They presented their staffs to the priest, who stuck them up near the house to remain as long as they lasted. The dead bodies were also carried before the priest and songs of victory sung over them, after which they were divided among each tribe.

In accordance with their custom the young warriors did not enter any house for several days and nights for fear of offending the spirits. They believed

that if they did not observe this ceremony they would be killed in the next battle. At night they formed a circle, marching round and round, singing and shouting, taking it watch and watch half at a time. After three or four days they washed off the paint and were at liberty to do as they pleased, believing then they would be protected by their gods in all future wars.

A short time after this we were visited by a tribe of natives from Raver, who came in two large double canoes, loaded with tarrow as a present for the king. These natives were the finest looking and most intelligent appearing of any I had ever seen. I took a fancy to go to their island with them and make a visit, so I asked the chief to carry me and he readily consented. I then went to the king and told him of my intended visit. He gave me liberty to go, but requested me to be sure and return. The next morning we started and soon arrived there, it being only about seven or eight miles from Ambow. I found it a most delightful place, situated on the banks of a fine large river. I was much pleased with the place and people, and concluded to make it my home for a while, so I applied to a young chief (brother to the king) and told him I should like to stop with him. He seemed much pleased and told me to take the choice of his houses of which he had three. I took one which was occupied by one of his wives (he had five) and lived here very comfortably, the chief's wife treating me with great kindness.

This chief had several brothers, all great warriors; the oldest was king, but the others wanted to be, so they got up a little conspiracy and declared war on him. He was too strong for them, however, so they made peace with him and went to Ambow. At this time all had been quiet for about a year. One day, in company with a Manila man, I went down to a small island about three miles distant fishing. We had rather indifferent luck and concluded to stop all night. Before morning news came to us that the king had been shot by one of his brothers who came from Ambow in a small canoe. It being a

rainy, squally evening, he succeeded in reaching the town unperceived, went to the king's house, pointed his musket through the doorway and shot him, wounding him so badly that he died in a short time. By the time the alarm could be given the assassin had fled beyond their reach. The Umbat (priest) was called to save the king's life, but he was past his art and died, sincerely lamented by his subjects.

The day after his death I attended his funeral. The chief was laid out on mats, with about one hundred fathoms of cloth wound around him. His face was painted black as though prepared for war, and his musket and war club lay by his side. His favorite wife sat at his head moaning piteously and crying aloud, "Waloa nongu turang owsar cani lolocoo!" (Oh, my dear chief, I will soon follow you!) The rest of his wives, three more, came in and sat down beside the corpse and moaned bitterly, and well they might, for they were all to be strangled and buried with him. When all was ready pieces of cloth were twisted up hard, a single turn taken about their necks, and a man took hold of each end. At a signal given by a chief (brother to one of the wives) these men hauled with all their might, and soon put an end to the troubles of the unfortunate women. They then kissed the hands and feet of the dead, carried them to the place appointed and interred them. The next day all the men and women shaved their heads, and the children had their little fingers cut off. This was done to show their sorrow and respect for the deceased. They believed that unless they did this the spirits of the dead would punish them by sending sickness and cutting off their crops.

While I resided at Raver we went three months without rain, and the earth became parched and hard as a brick. The inhabitants were exceedingly alarmed at the duration of the drought. Such a time was never known by the oldest people. They expected to lose their crop of tarrow, which is a vegetable which grows only in very wet ground. It is

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TO THE SOUTH'ARD

CAN'T FIGURE SHAD

DISPATCHES from the lower Chesapeake received the middle of March carried the report that shad had appeared. A few were caught and the spring run was expected to set in soon after.

One correspondent indulges in a prophecy. He says the indications are that the 1923 run of shad will not be remarkable because the winter fishing in the South has been the worst in forty years. North Carolina shad are now in the Baltimore market.

It is never safe to prophecy about shad. For example, the season last year began with a famine and there were articles in the Maryland papers lamenting the decline of the shad industry and pointing to the sad day when shad should be no more. Thus prices soared. Just when the future seemed darkest and every hope was fading, shad filled the bay and crowded its tributaries. Baltimore had more shad than it could eat. Prices fell until the luxury came down to the common people. It happens that way every other year or so. Nobody knows why. You can never tell about shad.

BIG OYSTER YEAR

ACCORDING to the Wicomico News, Maryland, the past year has been a most profitable one to the native tongers. "The best season in 50 years for Nanticoke oystermen," is the way one local fisherman expresses it.

As a result of this splendid oyster season, residents in the Nanticoke, Tyaskin and Bivalve districts of Wicomico county are preparing to settle back in ease during the coming hot days of summer and to enjoy some of the pleasures of life. Of course they are not going to forget to make big hauls in their fish nets when the time comes, but they are a happy lot that a neat sum has been gathered from the sale of the salty bivalve.

Between 300 and 400 boats are in the oyster business in and around Nanticoke and Tyaskin and it is conservatively estimated that this year the oyster industry will be worth \$500,000 to the community. Individual tongers on the natural rocks made as high as \$12 a day during the past season, being favored in their work by a long spell of good weather. In the rough cold weather the oystermen are forced to dredge on the private beds and in

event the mercury drops below freezing point, oysters on these beds are injured by the ice and the work of the dredgers hampered.

During the past season, Wicomico oysters brought as high as \$1.25 a bushel, with the planted oysters bringing on an average of 75c a bushel.

So plentiful were oysters this season that even the owners of private beds were surprised at the seemingly unbelievable increase of quantity planted. One owner planted 3,000 bushels and took up 7,500 and still has some left. This is true too of other beds, and the supply on the natural rocks was reported to have been unusually large.

Contrasting to these reports of wealth in oysters coming from the Nanticoke section, is the finding of Chairman Vickers of the State Conservation Commission in his annual report to Governor Ritchie. In it he states that the oyster supply has been declining in Maryland and there is need of restoring the supply.

OYSTERS AND SHAD FEWER

THE need to restore the supply of oysters and shad in Maryland is set forth in the annual report of the Maryland Conservation Commission, which Harrison W. Vickers, Jr., chairman of the Commission, has just forwarded to Governor Ritchie.

Both the shad and oyster supply have been declining, the report points out, and Mr. Vickers has offered a remedy in each. He suggests that proper State and Federal legislation be enacted to curb the setting of nets. In the report he states that the nets now are so numerous and extend so far beyond their proper limits that it is practically impossible for the shad to do any more than enter the bay. Mr. Vickers states that few of these fish ever reach the head of the rivers, their natural spawning ground.

Oyster Rocks Depleted

Mr. Vickers points out, too, that year by year the oyster rocks have become depleted and resuscitation of them has been neglected to such an extent that many rocks formerly productive to a high degree now are entirely barren.

By planting oyster shells on which the oyster spat might attach itself and by the transplanting of bivalves from congested beds and from sections in which they do not thrive because of the lack

of natural food in the waters, Mr. Vickers believes the oyster industry soon could be restored.—Maryland Gazette.

NORTH CAROLINA FISHING OPENING UP

THE regular spring run of fish in North Carolina waters had not set in in full force up to the last of March, but a few days of south winds, according to the fishermen, were all that was needed to start things humming. While some fish had been brought in all the time, the catches had been as a rule rather small.

The trawlers have made one or two efforts to get some ocean shrimp, but their efforts have not met with much success at the time of writing. These large shrimp, or prawns, come with the warm weather and are usually most plentiful in May; but if the weather is right some good catches may be made in April.

Soft crabs are coming in now but in rather small quantities, and most of those caught have been shipped to New York, Chicago and other large cities where the best prices are paid.

The price of scallops has taken a tumble in the last few weeks, owing to the warmer weather and the opening up of northern waters. A short time ago scallops were bringing \$3.50 to \$4 a gallon, while the last of March the price had dropped to \$2 and less.

PLANT THREE MILLION BUSHEL OYSTERS

The reorganized Fisheries Commission of North Carolina, in session at Raleigh, March 28, decided to plant three million bushels of oysters in the bays and sounds of North Carolina and to establish a number of fish hatcheries as well.

The commission, which has an appropriation of \$500,000 for carrying on its work this year, elected the following officers:

J. K. Dixon of Tremont, chairman; John A. Nelson, Morehead City, Fish Commissioner; Theodore Meekins, Manteo, Assistant Fish Commissioner; Sanford Marton, Winston-Salem, secretary.

The Acme Packing Company has the distinction of being the first packing company in Apalachicola to pack the famous Apalachicola fancy shrimp in glass tumblers.

LOBSTER NOTES

THE SITUATION

At Boston less than half as many lobsters have been received this year up to this date as last. Prices are \$50 per crate at this writing against \$28 last year at this time. The Nova Scotia fishermen have lost about six weeks of their three months' season.

THE CANADIAN SITUATION

THE Canadian lobster fishermen have been pretty downhearted because of the severity of early spring weather which prevented any real activity up to the first of April. Those venturesome spirits who set out their gear in the face of a wintry March, suffered such severe losses that they cannot hope to make money no matter how good the fishing during the remaining months of the season.

Shipments up to the last of March to Boston had not reached 300 packages as compared with 1,500 to 2,000 or more packages for March in previous years. Comparatively few traps had been set and these mostly off the Yarmouth shore. The first boat shipment consisted of 15 crates, while the second, which came March 10, numbered 32 packages of an unusual sort made up of half barrels, tubs, cracker boxes and other odd containers, the whole bunch not weighing out more lobsters than could be stowed in 15 crates. It was the strangest sight in its line ever witnessed at Boston, and indicates that no single fisherman had caught enough to fill a crate, but the market was so temptingly high that the men hurried off whatever they could get together.

With one of the three months of spring fishing already gone to glory, during which almost all lobstermen lost heavily, it is almost certain that the season will be a most disastrous one. When it is considered that it costs the fishermen from \$500 to \$1,000 and up each to fit out, it is going to take some tall hustling to make up this investment with but two months of fishing remaining.

At this writing every effort is being made to influence the authorities at Ottawa to extend the season through the month of June.

LOBSTER FISHING IN SOUTHERN PACIFIC

According to a dispatch from Chile, Capt. Campbell, of the steamer *Martha*, who has just returned from a

lobster fishing expedition to the uninhabited islands of San Ambrosio and San Felix, which lie in the Pacific ocean about 300 miles west of Chanaral, says that on March 4, when nearing San Felix, the *Martha* met with a tidal wave 35 meters high, which rose from a calm sea, lifting the vessel up out of the ocean.

Arriving at San Felix, Capt. Campbell noticed that the island was much smaller than previously. Anchoring, he found the water tepid and the rock bottom changed to sand. Heavy sulphur gasses filled the air. Landing, he found sea fowl dead in their nests and thousands of dead fish covering the island. Lobsters, which had been abundant, were very scarce.

NOTES ON SPINY LOBSTER

SOME interesting information regarding the spiny-lobster fishery of Florida has recently been obtained by the Bureau of Fisheries.

The closed season for the Florida lobster or crawfish is now effective. It is unlawful to capture these crustaceans from March 21 to May 31. Most of the spawning occurs during this period. The fishery is centered in the vicinity of Key West, but "lobstering" is carried on throughout the Florida keys.

The past few years have shown a notable increase in the value of this fishery. Five or six years ago it was of comparatively little value, and the product was seldom shipped out of the city of Key West. At present, however, there are several dealers engaged in the preparation and shipping of the crustaceans to various parts of the eastern States, as far north as New York.

The spiny lobster is shipped alive, or else the meat is packed in cans similarly to crab meat. The live lobsters are shipped to points along the Florida coast and are utilized by hotels and restaurants. The canned meat is shipped to northern hotels, where it is used as a substitute for the northern lobster in the preparation of various dishes that do not require the use of the lobster in its shell.

A report received March 24, 1923, from a Key West lobster dealer states that the supply of lobsters has shown no decrease during the past few years. At present the supply just meets the demand, and as the demand increases it is hoped that the closed season will

have offered sufficient protection so that the supply will likewise increase. The closed season was first put into effect on March 21, 1919.

LOBSTER AT \$5 PER POUND

Record Price Asked in Boston Market

Lobster five dollars a pound!

Yessir, that's the story of a dealer of 30 years' standing recently. The reason for such a sky-hitting price for the prize dainty of the ocean is rough weather. Seems like fishermen have lost so much "gear"—in other words, "pots," that they have hesitated to take a chance in the far northern waters. Result, a scarcity of lobsters.

"I never saw anything like the market today in all my 30 years' experience," said a Boston dealer recently. "With the price so high, about all the buyers of lobsters are those who get them for sick people or for some special event. Lady dropped in the other day to get some lobsters for a party. She bought a pound and a half, which nicked her exactly \$7.50. She nearly passed away when she got the sad news."

With the clearing up of the weather it is expected that the lobster market will soon be normal and that they will retail in the shell at from 30 to 40 cents a pound.—Boston Post.

BEST WAY TO INCREASE LOBSTERS

By H. D. Crie, Director Maine Sea and Shore Fisheries Commission

IT is a universally admitted fact that the process of Mother Nature in the propagation of animals in their kind can very seldom be improved on even by the highest scientific art of our modern scientists, chemists, naturalists and biologists. The above circumstance in itself should be enough to convince the most pessimistic minds that one of the best ways to increase the lobsters on the Maine coast is to purchase, mark and liberate the egg-bearing lobsters.

The fishermen as a general rule are exceedingly practical men and realize that the purchasing and liberating of egg lobsters by the State of Maine is now and will continue to be a great asset toward maintaining their industry. This is brought home more forcefully to

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Bureau of Fisheries to Study the Travel of Fish

IT is announced by Mr. Henry O'Malley, U. S. Commissioner of Fisheries, that the Federal Bureau of Fisheries will, within the next few days, begin the tagging of codfish, pollock and haddock on the banks off the New England coast. Metal tags similar to those used in marking live stock will be attached to the fish, and over 10,000 of these have been provided for this work. The Commissioner expressed the hope that the fishermen and fish dealers will co-operate with the government in this investigation, and will watch for the tags and return them promptly to the various representatives of the Bureau so that the information may be as complete as possible. Posters have been prepared and will be distributed to the various fishing centers, announcing the fact that the tags are being attached and that a reward of 25 cents will be paid for the return of each tag.

This interesting experiment has been undertaken in order to learn more about the migrations and growth of these fish which are of so much commercial importance. At the present time little is known of the extent to which these fish migrate from one bank to another, or between the banks and the shore. Records will be kept of where and when each tag was attached, and when the information is received showing where each tag was retaken it will be possible to tell how far and how rapidly the fish have traveled. This is a matter, not only of scientific interest, but also of considerable interest and importance to the fishermen whose operations are more or less dependent on these migrations.

In addition to attaching the tags the party will measure the fish and preserve a few scales from each. It has been found that a microscopic examination of the scales of many fishes will show the age in much the same way as the rings in the trunk show the age of a tree, and very often other important events in the life of the fish, such as its rate of growth and its age and size at spawning, may also be determined. It is important for purposes of conservation to know these things, as annually millions of baby codfish are hatched and liberated at the Bureau's marine hatcheries at Wood's Hole and Gloucester, Mass., and Booth Bay Harbor, Maine, and a knowledge of the migration and habits of the fish should increase the efficiency of this work.

The Bureau of Fisheries steamer Halcyon has been outfitted with suitable fishing apparatus for use in this work. It is expected that the vessel will leave Gloucester on its first "tagging cruise" on Monday, April 16, and will begin work on Nantucket Shoals. The party on the Halcyon will include Dr. H. B. Bigelow, of Harvard University, Mr. Willis H. Rich, Assistant in Charge Division of Scientific Inquiry, Bureau of Fisheries, and Mr. William C. Schroeder, Scientific Assistant, Bureau of Fisheries. Dr. Bigelow has been engaged for a number of years in a study of the fishes of the Gulf of Maine, and Mr. Rich has had a large amount of experience in tagging

salmon at various places on the Pacific coast and in Alaska. The work has been carefully planned and there is every reason to believe that it will be successful, and that material additions to the knowledge of these important food fishes will result.

At a recent conference with the Commissioner of Fisheries the Master Mariners Association of Gloucester expressed a great interest in this work. They expressed their appreciation of the interest which was being taken by the Bureau of Fisheries in the industry, and gave their unanimous support and co-operation to the gathering of the tags.

NEW OYSTER BEDS FOR CONNECTICUT

Hundreds of little boats that once dotted inlets of Long Island Sound and are now idle in scores of fishing hamlets will be put overboard again if promises of the Connecticut State Shellfish Commission hold true, for the Commission says "it is both practicable and possible to restore Connecticut's once powerful oyster industry and even to render it greater than ever before."

Thousands of men once worked in the industry, New Haven being the center of the greatest oyster regions on earth, and Connecticut oysters went everywhere in the United States and crossed to famous restaurants in London and Paris. Then came sudden blight upon the industry, which shut down all but half a dozen oyster concerns and after long delay the State took up the burden of learning why.

By what seems wizardry the State Shellfish Commission had managed in the last year to create an oyster "set" where none ever existed before and increased it in spots where "sets" had existed.

The trick was done by importing oysters by hundreds of thousands from other American waters, some from as far as Puget Sound, and planting them in river mouths, where a flow of fresh water from inland springs gave them proper food. Old-time oystermen doubted the plan's success at first, but had to be convinced when they saw the "set" before their eyes. Now they have visions of returning prosperity.

JOES FAMOUS REVERSE GEARS REVERSE 80%-88% of MOTOR SPEED

MORE engine builders use Joes Gear as regular equipment than any other reverse gear on the market. Joes Gears enable you to use the full power and speed of your engine for a quick, strong back-up.

put it up to old man Joe

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157 Brewery St. NEW HAVEN, CONN.



U. S. F. A. Presents Strong Case at Express Rates Hearing

THE facts about fishery products, transportation and its relation to conditions prevailing in the industry are now in the hands of the Interstate Commerce Commission. Whether or not the Commission will see fit to grant the decreases asked for by the United States Fisheries Association, remains to be seen. The industry can rest assured, however, that whatever the Commission's decision may be, the urgent need for lower express rates has been made clear to both it and the express company by representatives of the United Fisheries Association.

At the final hearing recently held in Washington, Commissioner of Fisheries, Henry O'Malley, appeared as the association's first witness. After briefly outlining the activities of the Bureau of Fisheries and its relation to the industry, Mr. O'Malley stated in a clear and concise manner the government's new national policy with respect to its fishery resources.

In the course of direct and cross examinations, the commissioner elaborated further on the department's acknowledgment of transportation as a vital factor in expanding the sale of our marine fishes.

Following Commissioner O'Malley on the witness stand, President Gardner Poole carried home to his hearers the real economic needs of industry. Among those, Mr. Poole named express transportation as one of the most important links in the chain of fishery products distribution. Illustrating the crying need for a wider distribution of the cheaper grades of fish, President Poole presented six maps in the form of an exhibit. The first of this series showed the limited scope of the Boston market, while the second showed Seattle's range of distribution, the remaining maps showing sources of supply for Louisville, Ky.; Pittsburgh, Pa.; Chicago, Ill.; Minneapolis, Minn., and St. Paul, Minn.

C. J. Weber, presenting exhibits prepared by the Association's Transportation Committee under the direction of Mr. F. D. Fant, drew repeated fire from the express company's attorneys on account of his exhibits and his manner of presentation. Showing by actual shipping records collected over a period of months from shippers in all parts of the country, that the express company received 27.76 per cent. of the gross revenues, there is little wonder that counsel for the express company should try to persuade the Commission to disregard this testimony.

Graphically illustrated statistical tables were then presented by Executive

Secretary L. T. Hopkinson in support of previous witnesses' testimony regarding the effect of high express rates on the distribution of low-priced fish. Mr. Hopkinson's testimony showed that while the fishermen's share of revenue has decreased 19.2 per cent. since 1918 the express company's share has increased 78.5 per cent.

As his final witness for the Association, Attorney Cotterill called Mr. George H. Dieter to the stand as spokesman for Southern distribution. Under a heavy barrage of cross examination, Mr. Dieter clinched the arguments of his predecessors on the stand with concrete illustrations of the effect of high express rates on his own business and that of his associates.

Testimony presented at the hearing exclusive of exhibits totaled in excess of 25,000 words and consumed all of the morning, and part of the afternoon of April 13th. Throughout the course of the hearing emphasis was laid on the benefits of a reduced rate to the producer, particularly the small operator, and those working on a lay or share basis. This point in fact was stressed more than the immediate benefit to the consumer, although, of course, the ultimate end in the event of a reduction would be a reduction in the price of fish to the public.

Commissioner O'Malley's testimony, in part, follows:

"At the present time the annual harvest of fishery products of all classes amounts to about two and a half billion pounds, for which our fishermen receive approximately \$85,000,000—the value of the manufactured products being far greater.

"The per capita consumption of fish in the United States is about 15 pounds per annum as compared with 200 pounds in Japan, 57 pounds in Canada, 56 pounds in England, 52 pounds in Sweden, 44 pounds in Norway, 35 pounds in Denmark, and 37 pounds in Portugal.

"The extreme perishability of fresh fish and the long haulage from center of production to center of consumption are exceedingly important factors in limiting the consumption in the United States.

"While in the interior waters there has been more or less diminution of supply, due to pollution, intensive fishery operations, etc., the supply of marine species is adequate for a considerable augmentation of the present annual harvest and the equipment for its capture is already provided for in large part. With a constantly diminishing supply of meats, the Department of Commerce

recognizes the importance of increasing the availability of fish to the consuming public to supply this deficiency, which, with the increase in population, will become more acute.

"Other nations have for years recognized the importance of developing their fisheries resources through such agencies as bounties, subsidies, improving port and transportation facilities so that the fisheries might be fostered and their populations supplied with a low-priced food.

"Our fisheries have never received such benefits, such Federal aid as was possible being largely administered by the Department of Commerce. In the performance of these services, the Secretary of Commerce is in part guided by the recommendation of an advisory committee composed of men prominent in the industry and through the executives of the United States Fisheries Association and other similar organizations.

"Those engaged in the marine fisheries prosecute one of the most hazardous vocations by which they eke out a bare existence, but it is highly important to foster and advance this industry, not only for the food supply it yields but for the training in seamanship it gives to the young men of the country.

"In closing I wish to state that the Bureau of Fisheries is interested in so developing this industry that it may yield the largest possible benefits to our people at reasonable prices without endangering the future supply."

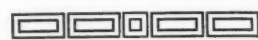
The testimony of Gardner Poole, president of the United States Fisheries Association, was of a most effective and convincing nature. Armed with a thorough knowledge of the fish industry, in all its ramifications, he was able to put in some mighty able and telling arguments for the good of the cause.

EXTINCTION OF OYSTER NEAR

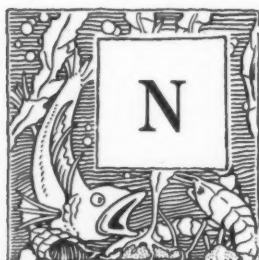
The oyster is threatened with extinction along the Atlantic coast, because of pollution of the beds by industrial waste, Dr. Thurlow C. Nelson, New Jersey biologist, warned the Central Atlantic States Association of dairy, food and drug officials at its meeting at Washington. So great has been the destruction of breeding and growing grounds that New England already is facing an oyster famine, Nelson declared. In Rhode Island alone, he added, revenues derived from the rental of oyster grounds have fallen from more than \$136,000 in 1912 to less than \$22,000 in 1922.



AS WE SEE IT



LESSONS FROM THE SHOW



NOW that the fishing equipment exposition is history, it is evidently open season for the "second guessers." Go anywhere among the trade and you will hear—"They ought to have known—that it was the wrong time of year to draw fishermen—that the Army Base Pier was too hard to get to—that fishermen would not sail their own crafts there—that the publicity wasn't the kind to pull the crowds, etc." Somewhat of a reflection on the judgment of the master mind behind the enterprise; but, say what one likes, he deserves a barrel of credit for tackling so tremendous a project single-handed and carrying it as far as he did. It's a downright pity that it didn't go over.

There are some who will say that it was a success, but it's ten to one they were on the inside looking out. As a rule the exhibitors made some good sales and showed a net profit on the show. Such was our experience, at any rate.

But if the majority of the exhibitors were pleased, what more could be asked, is the natural inference.

Men, did you ever attend one of these amateur theatrical performances which, according to the actors, was a dazzling triumph, and which, according to the audience, was a flat failure?

The fishermen are the boys that ultimately pay the tariff. When a show is put on for them and they give it the "thumbs down," it simply won't do. If you don't believe it, try to run another along similar lines and under the same conditions—and count the bakers' dozen as they file in.

As to the happy family of exhibitors, we wonder if we were not kidding ourselves the while as we smugly checked up each day's business, totally unmindful of the fact that it was the height of the buying season and that potential customers were waiting with open arms to welcome us all along the coast. Such was our experience, at any rate.

Nevertheless, we shall do our part to help make the next show a success, hoping that with the experience gained, and a new deal all around, the way may be made clear for an exposition that from all angles may be truly representative of the industry as a whole.

A GOOD MAXIM

SUUM QUIQUE is a good old Latin maxim that our modern legislators would do well to follow. Roughly translated, it says, let each fellow pay for

his own. Follow it and you won't find the fishermen through the medium of a gasoline tax carrying a heavy portion of the expense of repairing highways, destroyed chiefly by the pleasure-riding public.

SHIPPING ROUTE PROJECT SOUND

BACK in August, 1921, we advocated a short-cut shipping route from Nova Scotian ports to the Canadian interior, via boat to Portland, Me., and thence over the Grand Trunk Railroad. We note that this project has recently created quite a stir in the Canadian Parliament. While the route has everything in its favor as a truly economic project, we learn that certain over-zealous Canadians resent the use of a Yankee port as a byway for Canadian shipping.

Such opposition falls rather hard on the Nova Scotia fishermen, who sorely need a profitable access to the interior Canadian markets.

The short-cut route would make a vast difference in carriage charges, not only because of a much shortened route, but because about half the distance of the proposed course would be covered by water.

MUSTAD
FISH HOOKS
 UNIVERSALLY USED
SIDNEY R. BAXTER & CO.
 AGENTS
 90 Commercial St., Boston, Mass.
FISHING SUPPLIES
 EXCLUSIVELY
 SINCE 1875

Believes Schooner Design Can Be Greatly Improved

East Boston, Mass.

Editor, Atlantic Fisherman:

I was delighted to see published in your last issue an opinion with regard to fishing vessel design which I have been talking and preaching for the past five years. It has been my contention that too little attention has been given the scientific designing of the general run of fishing craft now in service. Messrs. Minot, Olsen & Thurber, Inc., strike the nail directly on the head when they say that the vessels employed in the fishing industry are neither designed nor powered properly. This has been my strong talking point, and I hope to prove it with facts and figures within the next two years from the earnings record of the fishing schooner Mayflower. The Mayflower has already proved that a fishing schooner, properly designed by a naval architect (not the rule-of-thumb kind) is a better sea boat in every way, is easier on her gear, and can be handled much easier during gale or calm than the poorly designed vessel.

This story will probably illustrate the point I want to emphasize as well as any. When Mr. Burgess was drawing the bed plans for the 100 H. P. "C-O" engine that was to be installed in the Mayflower, he also designed the propeller. He figured that under favorable conditions the Mayflower would steam 7.65 knots per hour, or a mile in 6 minutes, 48 seconds. (Just keep that figure in mind for a while.) After the engine was installed at Gloucester, on the trial trip to Boston, we ran in towards Marblehead Rock to try her over the Government course of $1\frac{1}{4}$ knots—from Marblehead Rock to Tinkers Island.

We made the run west in 9 minutes, 35 seconds, and the run east in 9 minutes, 55 seconds, or 9 minutes, 45 seconds mean for $1\frac{1}{4}$ knots. In other words we covered 7.69 knots per hour, which figures a mile in 6 minutes, 47 seconds. Mr. Burgess's estimated figure was 6 minutes, 48 seconds. There was only one second's difference between his calculation and the actual running time—an amazing degree of accuracy. By the way, I believe that the Mayflower made a new record with only a 100 H. P. engine in doing 8.85 statute miles per hour.

The engine in the Mayflower is installed so that it sets amidships and the propeller wheel is on the portside. Some of these rule-of-thumb experts said right away that it was all wrong, even going so far as to rename her the "Curio." They said we would only go in circles and that the rudder would have to be hard down all the time. In fact I understand they had a towboat ready to bring us back to the dock, as they never expected to see us get away. Let me say here that during the whole trip the wheel was right amidship all the time, and such a capable skipper as Captain Peterson, who has been fishing all his life, stated that he never saw a vessel that was the Mayflower's equal. He was more than surprised with the way she steered.

But as I have stated before, and some people will learn after a while, a real naval architect generally knows what he is doing, and designing and powering vessels is not guesswork with him.

Yours truly,

FRED L. PIGEON.

April 17, 1923.

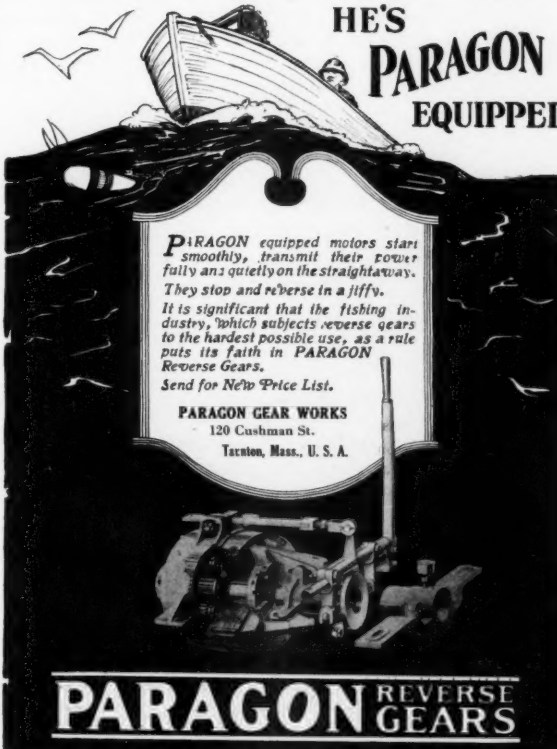
NOVA SCOTIA LOBSTER SEASON EXTENDED

Persistent efforts on the part of the Provincial press and the representatives of Yarmouth, Lunenburg and Digby have finally resulted in the granting of a 15-day extension of the lobster season along the coast of Nova Scotia from Halifax westward. The extended season will be from June 1 to June 15.

This special dispensation was granted the fishermen because of the extremely backward season, which cut six weeks from the period of three legal months of spring fishing.

Many of the fishermen lost considerable gear during the severe weather of March, and the extended season will allow them to, at least, make up their losses.

HE NEVER OVER-RUNS 'EM— HE'S PARAGON EQUIPPED



PARAGON equipped motors start smoothly, transmit their power fully and quietly on the straightaway. They stop and reverse in a jiffy. It is significant that the fishing industry, which subjects reverse gears to the hardest possible use, as a rule puts its faith in PARAGON Reverse Gears. Send for New Price List.

PARAGON GEAR WORKS
120 Cushman St.
Yarnton, Mass., U. S. A.

PARAGON REVERSE GEARS

A NEW SIZE OF JOE'S HUSKY REVERSE GEAR

THE Snow & Petrelli Mfg. Co. have just put on the market another size of their famous Husky Reverse Gear.

Five or six years ago, this company felt called upon to design a reverse gear suitable for the ever increasing demands of the diesel and semi-diesel engines. It was called Joe's Husky or the Husky Joe's and has proved to be one of the most popular gears manufactured for this type of service. Joe's Husky Gear has an 85 per cent. reverse speed ratio, which means that the load on the reverse is practically equal to the load on the forward drive. It is so strongly made and so smooth in operation that, if necessary, it can be thrown into the reverse when running at full speed without throttling the motor, with no fear of damage to gear or engine.

A peppy back-up is especially necessary where the engine speed does not exceed 500 or 600 r. p. m. Operators of boats of this class have found it impossible to get the greatest service and satisfaction out of their engines without a gear that will give a quick, strong back-up. The Joe's Husky Gear was designed to meet just this need, and the Snow & Petrelli Mfg. Co., who are the pioneer makers of reverse gears, believe that an 85 per cent. reverse ratio is the ideal reverse speed for this class of work. With full 100 per cent. reverse there would be danger of overloading the engine and stalling it. On the other hand, too low a reverse ratio would not overcome a strong current or quickly stop the momentum of the boat. The 85 per cent. reverse ratio of Joe's Husky is high enough to take the full power of the motor and give quick and positive action on the back-up without danger of stalling.

Two important features in the mechanical design of Joe's Husky, worthy of special mention, are, first, no driving strain on the forward drive is taken by the gearing. The load is transmitted directly from the crank shaft through the housing to the propeller shaft. This is done through a powerful cone clutch on one end of the reverse gear, and a multiple disc clutch on the other. The fact is, you might throw your pinions overboard so far as needing them on the forward drive is concerned. Second, the brake band is placed in a bracket, so as to relieve the gear of all side thrust strains when thrown into the reverse. The propeller stub shaft is inserted into and passes through the entire length of the gear, making the whole construction very rigid and powerful.

BRING SOUND IDEAS TO THE FISHING FIELD

MINOT, Olsen & Thurber, Inc., naval architects, engineers, after a careful survey of fishing vessel construction and operation, were impressed with the great losses in this field due to lack of careful planning, the failure to act in harmony with fundamental business principles and the disregard of basic naval architectural laws. The problem then was to furnish a service that would make available to

the fishing trade the technical knowledge and suitable motive power so much needed.

Within their own organization individuals specializing in naval architecture, engineering, and general marine practice were ready to work out problems in their respective fields.

Representation of the New London Ship & Engine Company was secured for New England in order that they might be able to furnish suitable motive power for vessels requiring the larger horse powers.

There was also evident to Minot, Olsen & Thurber a very urgent need for heavy oil engines of lesser power among the smaller vessels. After a careful survey of the American and European manufacturers, the Bergsund marine engine was selected by them as a surface ignition engine that came as near to meeting all the naval architecture and operating requirements for economy of first cost, motor operation and vessel operating expense as could be realized.

They found that the purchaser of a marine heavy oil engine was faced with a highly technical problem to solve, with only a part of the solution offered by any one dealer or agency. This condition inevitably results in waste. Minot, Olsen & Thurber, Inc. have sought to simplify this problem:

First, by offering a motor with accessories that together make a complete unit. Besides, the main power plant is furnished compressed air tanks, an auxiliary 2 H. P. motor with air compressor (in place of the usual hand pump, which offers a back-breaking problem at best to charge the air tanks), a 6-volt battery and generator to light the engine room, and tools and spare parts. There is also a pulley on the compressor motor to which may be attached a pump for washing fish.

Second, the naval architecture department can now be of great help to the prospective purchaser in the selection of the engine best suited to his needs through the careful study and analysis of the power curves for his boat and the conditions under which it is to operate.

Third, once the engine has been selected, their architectural department again helps by designing a propeller that will give the boat owner the full benefit of all the power developed by the engine.

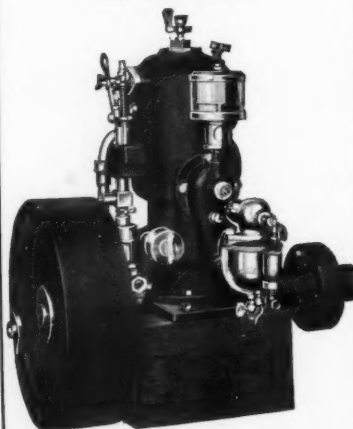
Fourth, their erection engineers are ready to carry the work on from here, and will place the boat in the hands of the owner with power equipment complete in every detail.

Fifth, in case an experienced operator is required, Minot, Olsen & Thurber,

HARTFORD
REG. U.S. PAT. OFF.
TWO-CYCLE

MARINE ENGINES

FOR
Commercial Boats
and Cruisers



REAL POWER ALL THE TIME

THAT'S THE REPUTATION OF THE "HARTFORD" gained after twenty years of proven ability to make good under all kinds of conditions. The fact that over 95 per cent. of the "HARTFORD" engines sold each year are installed in fishing and working boats should convince you that the "HARTFORD" has the staying qualities necessary to withstand severe and continuous service. If you want real engine service with practically no cost for upkeep, get a "HARTFORD."

Built in Four Sizes Only
3-5 to 14-20 Horse Power
6-8 and 7-10 H. P.

All 1923 Models equipped with a positive feed lubricating system which insures a liberal supply of oil to the connecting rod and crankshaft bearings.

Write today for catalog and full information

Manufactured and Sold by

The Gray & Prior Machine Co.
100 Suffolk Street Hartford, Conn., U. S. A.

(Continued on Page 29)

Some Flashes of the FISHING EQUIPMENT SHOW

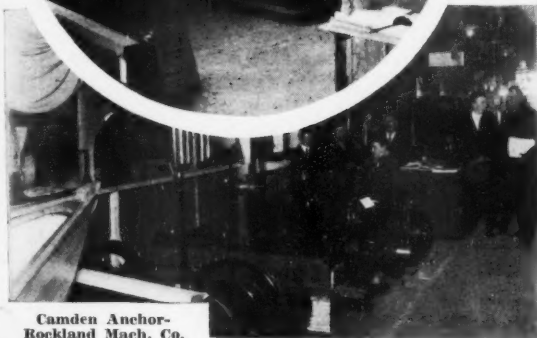
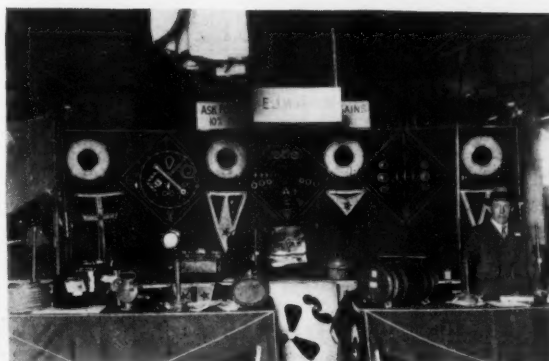
The Fairbanks-Morse Display



(Left) Baker
Ice Mach. Co.

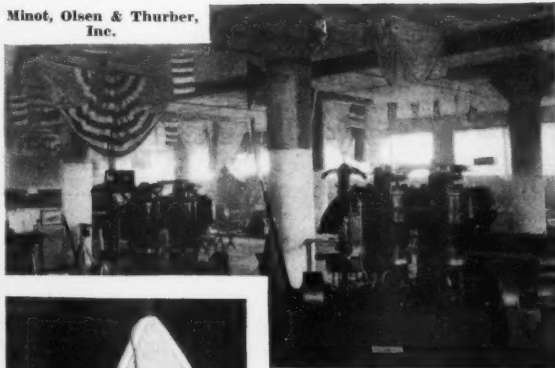


(Right)
E. J.
Willis Co.



Camden Anchor-
Rockland Mach. Co.

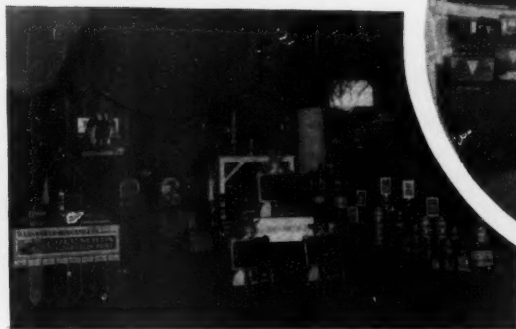
Minot, Olsen & Thurber,
Inc.



(Above)
Tate Elec-
trolytic
Processes



An Interesting Exhibit
of L. W. Ferdinand & Co.



(Left)
Wadsworth
Howland
& Co.



(Above) Beacon Falls
Rubber Shoe Co., and
Magno Battery

Sizing Up the Equipment Show

WELL, it was a good sign, anyway. Here the fishing industry has been lumbering along for night on to three hundred years in this country, yet in all this time there had never been an appreciable break in the even, plodding monotony of this ancient calling. It seems to have been content to jog along, steadily falling farther and farther astern in the industrial procession. Why, if you take the "kickers" out of the fishing crafts today you'll have about the same lay-out that worked out of our ports a hundred years ago.

But this fishing equipment show was a good sign. It denoted that something had been started in this long neglected field. It was the first attempt ever made to inject something savoring of industrial pep under the tough old conservative hide of the fishing trade. Whether or not it was regarded as a success is of little consequence at this time. Profiting by the experience of the first show, it will not be difficult to lay the lines for a mammoth fisheries exposition—one worthy to represent the whole industry. But more of that later.

To describe the first fishing equipment exposition does not require much of a search for superlatives. The setting was the usual one for such affairs—bunting, pennants and draped stuff. The thirty-odd exhibitors' booths were, as a rule, distinctive and attractive, though it was plain that chief emphasis was laid on the practical display of the items exhibited.

Let us say here that a careful inspection of the exhibits was well worth while to any fisherman. It was a pity that there was not a greater showing.

The motor exhibits formed the most dominant feature of the show. They ranged from the small outboard type to the big heavy duty oil engine. There was the Knox, made by the Camden Anchor-Rockland Machine Co.; the Fairbanks-Morse "C-O" oil engine; the Hartford, manufactured by the Gray & Prior Machine Co.; the Wolverine, displayed by the Hathaway Machinery Co.; the Kermath; the Bergsund Oil Engine and the Nelseco full diesel, exhibited by Minot, Olsen & Thurber, Inc.; the Palmer line; Johnson outboard, displayed by Rapp-Huckins Co.; and the Bridgeport, exhibited by Byron N. Sellers.

Some good sales were reported by the motor people, particularly the Camden Anchor-Rockland Machine Co., the Gray & Prior Machine Co., and Minot, Olsen & Thurber, Inc.

The paint exhibitors, comprising George Kirby, Jr., Paint Co., New Jersey Paint Works, Wadsworth, Howland & Co., and C. A. Woolsey Paint and Color Co., also made some good sales.

Copper oleate, the new net preservative, seemed to interest fishermen more than any other product exhibited. It is safe to say that the Metasap Chemical Co.'s booth was visited by every attending fisherman, and literally tons of Metasap Copper Oleate were sold. Woolsey's copper oleate fish net preserva-

tive and Nujoleate, put out by the New Jersey Paint Works, both found wide favor among the fishermen.

The Hathaway Machinery Co., with a fine exhibit of their fishing equipment specialties, made good sales. This concern, by the way, has developed practical equipment along several special lines, which appeals to fishermen, especially those who work in Massachusetts waters, because of its soundness of design. A "sand proof" stern bearing, resigned for quietness, complete flounder dragging units and an adjustable swordfishing pulpit were popular features of this exhibit.

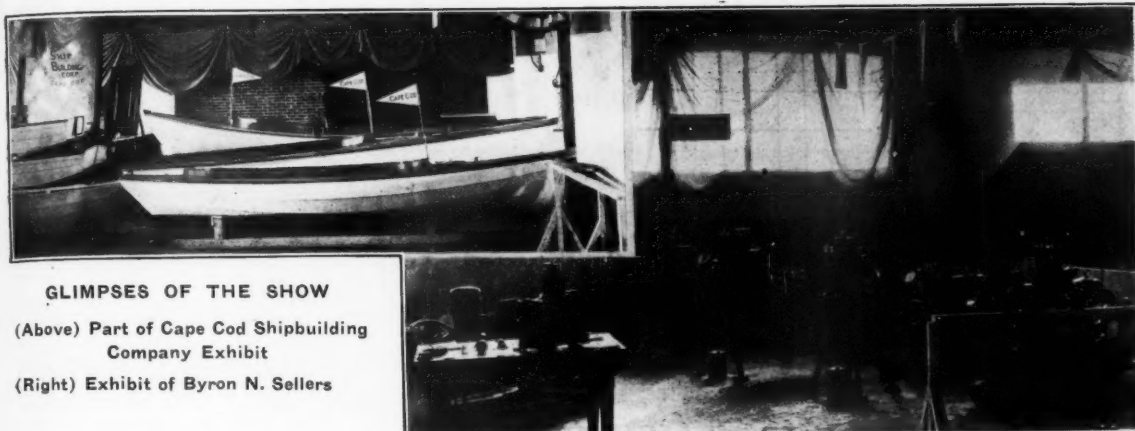
E. J. Willis Co., having on hand a complete line of accessories priced far below market value, did a fair business. The Big Four Sales Co., handling the Magno Battery, sold a good number of their outfits. The Baker Ice Machine Co. secured contracts for installations which were sufficient to make their exhibits eminently worth while.

So much for those who were able to make the show pay. The balance of the exhibitors, as a rule, were hardly repaid for the time and money expended. Those concerns whose exhibits were mainly of an advertising nature were out of luck, for the success of such exhibits depended on good attendance. The rubber boot people—Beacon Falls, Converse and Hood—had excellent exhibits, but got very little of advertising value. So with the oil concerns—William C. Robinson and Sons, Standard and Vacuum. The fishing and motor boat papers felt keenly the slim attendance. L. W. Ferdinand & Co., the J. C. Air Vest Co., Submarine Signal, Turner, Halsey Co., Tate Electrolytic Textile Processes, Inc., and Ernest Scott & Co.—all of whom required a good crowd to make their exhibits effective—could not have received a great deal of real benefit.

The National Carbon Co., Cape Cod Shipbuilding Co., H. C. Dodge, Inc., Edson Manufacturing Co., Home Electric Light & Power Equipment Co., James H. Jones, G. H. Voter, Inc., White-Warner Co., Snow & Petrelli Manufacturing Co., Paragon Gear Works, Rapp-Huckins Co., and Byron N. Sellers all did more or less business but, we assume, scarcely enough to justify the effort.

Such is our size-up of the show. It was a buyers' show, to be sure—just as the managing director planned. The amount of sales was extraordinary for the number of fishermen attending, which seems to indicate that those fishermen who came to the show were attracted primarily by the promise of seeing a line of equipment such as they had in mind to buy. That accounts for the comparatively big volume of sales. But it is clear that an increase in fisherman attendance would not mean the same ratio of increase in sales. This is a good point to bear in mind when planning for another show.

Way back in March, 1921, the ATLANTIC FISHERMAN advocated a fisheries exposition, and



GLIMPSES OF THE SHOW

(Above) Part of Cape Cod Shipbuilding Company Exhibit

(Right) Exhibit of Byron N. Sellers

outlined its scope and purpose. This paper is now more firmly convinced than ever that its original ideas were right. The exposition we had in mind covered every phase of the industry, but its chief purpose was the popularizing of fish as a food and the education of the public in the use of it.

It seems reasonable to believe that the only way the fish industry can be made to prosper is to increase the consumption of fish. That seems fundamental. In such an event, prosperity will follow automatically all along the line.

As conditions are today production equipment is more than sufficient to take care of the limited demand for fish. The equipment dealers, in the main, find that most of their business is more or less of a replacement nature. New producing units, in any appreciable number, are not required. Yet the present business amounts to about \$40,000,000 a year—well worth going after—but it would not be a circumstance to what it would amount to if the per capita consumption of fish were boosted—say to the level of that of Canada.

Thus we claim that an equipment show in itself can only stimulate the buying of fishing gear in an artificial way. Teach the nation to eat more fish—and you'll sell more fishing equipment.

Let's plan to bring together under one roof fish producers, curers, packers, dealers and those who contribute to the fish trades. Get the Government and the various fishing states interested in the project so that we might call on these sources for their wealth of material. Put on a show pointed chiefly toward public interest, with sufficient trade attractions to draw from all ends of the industry. Let it be directed by a real showman—and watch things go!

We might take a leaf out of Canada's book—or out of England's. The fisheries shows these countries have put over have been real industrial triumphs of incalculable value to the fish business in all its ramifications.

Show Winds Up with Dory Race

As a fitting wind-up of the fishing equipment show an international dory race was planned, but whether the crews from the Provinces were not

thrilled by the possibilities or for some other reasons, only 10 of the 25 original entries took part. For the most part, the crews were all from Boston or vicinity. One made up of brothers from Provincetown brought home the bacon.

Ten crews, two men to each dory, were on the line when the starting signal was given.

The course was from the steamer Portsaid Maru, anchored off the south side of the Army Base Pier, west and around a committee boat about half a mile in the channel.

The boats all made a flying start. Up to the point of turning it was difficult to pick the winner. Neck-and-neck, for the most part, dories made their way. Some were handicapped, as they had to swing and pass around the judges' boat on the right, then coming back on the left. The finish line was the same as the starting point.

There was some difficulty, as some of the crews did not understand as to the finish line.

At the turning point there was much congestion. There was plenty of amusement for the hundreds who flocked to the Army Base to watch the race. Cheers were given for the crews, encouraging them to keep going.

The Mascimento brothers from Provincetown, Jack and Manuel, plugged all the way with steady stroke and crossed the finish line first. No time was taken by the committee, but this crew was awarded the first prize. Second place went to Anthony Canavan and Charles Guittarr, Boston; third to William H. Mayo and Ramie Di Amero, Boston.

The winners of the first prize were awarded \$50 in cash—contributed by the Fishing News and the ATLANTIC FISHERMAN—each member of the crew receiving \$25. They also received a pair of the popular Hood rubber boots and a suit of Tower oilskins each. The oilskins were the famous Fish Brand extra heavy fishermen's suits made of special cloth and materials. The winners of the second prize received Hood rubber boots and Tower oilskins, and the winners of the third prize Hood rubber boots. The boots and oilskins, by the way, were contributed by the manufacturers of these products and made most enticing prizes.

BROWNELL & COMPANY

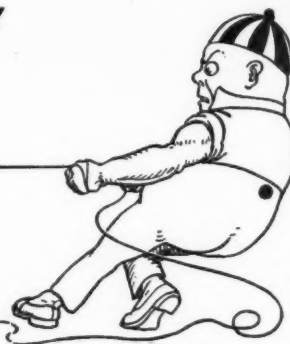
ESTABLISHED 1844

MOODUS, CONNECTICUT

MANUFACTURERS OF



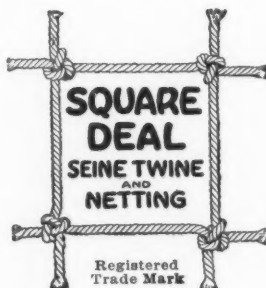
Brownie

**Cotton Twisted Twines****New Copperated Lines***Cap'n Allswell says:*

"You wouldn't choose a pair o' sculls to row a whale boat."

A propeller, to give the best results, needs to be made for the work it is to do. COLUMBIANS are. Send for the Columbian Book.

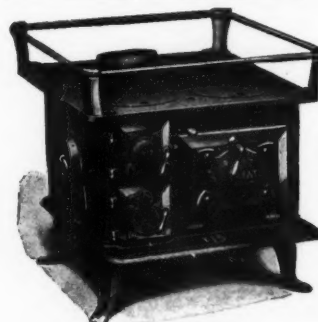
THE COLUMBIAN BRONZE CORP., 224 N. Main St., Freeport, L. I., N. Y.

**COLUMBIAN *Bronze* PROPELLERS****NEW YORK NET & TWINE CO.**

MOODUS, CONN., U. S. A.

ESTABLISHED 1829

INCORPORATED 1896

**Shipmate Ranges**

Smallest Size
Body 18 $\frac{3}{4}$ inches long

Largest Size
No limit to length

"Overhaul and stop the bunt-lines!" is a command the young seaman of today knows nothing of. But in the matter of overhauling his appetite and stopping the empty void beneath his belt, he is just as capable as his brother of ancient days — especially if the meals are cooked on a SHIPMATE.

The sailorman's range; always reliable—fair weather or foul.

MADE BY

The Stamford Foundry Company

Established 1830

STAMFORD, CONN.

Disasters Suffered by Jonesport Vessels

SIXTY or seventy years ago, a dozen ports of Maine boasted fleets of big square riggers which sailed the seven seas. Reminders of those romantic days may still be found on all parts of the coast in the homes of the descendants of those old venturesome spirits. Teakwood pieces, intricate wood carvings from the hand of the patient Chinese, rugs and silks from Asia, coral and conch ornaments from the southern seas—all such things that were looked upon with high favor in those old days.

Few of these vessels remain in service today, having been superseded by the fleetier steamship. Thus many of the old Maine ports, of great importance in their time, now only harbor their fishing fleets—fleets, by the way, which are destined to contribute just as much wealth to these coast towns as the tall ships of other generations.

One of the leading shipping ports of the old merchant ship times was Jonesport, situated on the southeast coast of Maine. In the early days, farming, hunting and fishing were the chief occupations of its inhabitants. But in 1840 shipbuilding came into prominence in this section. There was a man by the name of D. J. Sawyer who was the leader in this new industry. He built and bought many ships to be used mainly in the coasting and West India business, though some of them made longer voyages in the foreign trade. In 1870 there were from 60 to 70 vessels of different classes hailing from Jonesport. Soon seafaring was the principal pursuit of these people and the port flourished. About 1890 coasting dropped off and the seamen turned their hands to fishing. While there are still some coasting vessels sailing from Jonesport, fishing constitutes the main occupation of its people today.

A fine fleet consisting of over 200 boats of from 25 to 40 feet in length, mostly all locally built, were operated last year in the lobster and fish business out of Jonesport. This year promises a substantial increase in the fleet. Thus is Jonesport once more regaining its high standing among the ports of Maine.

But the romance of the old seafaring days is undoubtedly over. All that remain are the handed-down yarns of shipwreck and adventure, and the teakwood pieces and conch shells, to commemorate the days of the tall ships.

A simple list of vessels lost from Jonesport will best suggest the thrilling stories which have gone the rounds of the little village during the past sixty years. Here they are as given us by John A. Beal, of Beals, Maine. It was Mr. Beal's great-great-grandfather, Phineas M. Beal, who first settled on the island of Beals in the town of Jonesport. Old Phineas came to the island from Portland back in 1764.

List of Vessels Lost from Jonesport

Brig Henry B. Cleaves, Captain C. Nelson, lost at sea, August, 1899, with crew of eight men.

Brig Alberta, Captain James Hinkley, sailed from New York bound for Europe, December, 1877, with crew of eight men. Never was heard from.

Topsail Schooner Julia, Captain James Wallace, lost on Briar Island, N. S., with crew of seven men, three of them from the Isle of Beals, in November, 1874.

Schooner Charley Bucki, three-master, Captain Freeman Huntley, run down by steamer and sunk in Boston Bay, July, 1903. Four men lost, two saved by jumping overboard.

Schooner Drisko, three-master, lost at sea August, 1893. Captain Drisko and crew of seven men, also Captain Drisko's wife, were rescued and taken to England.

Schooner Flora M. Crowley, three-master, Captain C. Crowley, abandoned in mid-ocean, eight men and two women rescued from the wreck after spending twelve days on top of a deckhouse. This was in June, 1874.

Schooner Speedwell, three-master, Captain Charles Keene, lost on south side of Cuba about 1893. The crew was all saved.

Schooner A. R. Keene, three-master, Captain Charles Keene, lost on Long Island, N. Y., in April, 1901. Crew all saved.

Schooner Mollie S. Look, three-master, lost on Florida coast, February, 1908. Captain O. W. Look was visiting ashore, leaving substitute captain in command. Crew all saved.

Schooner Rogers, three-master, Captain J. Rogers, lost on Nantucket Shoals, April, 1894. Crew all saved.

Schooner Ada Barker, three-master, captain unknown, lost off Portland about 1900. Crew saved.

Schooner John S. Case, three-master, Captain James Williams, lost at sea on passage to the West Indies, August, 1894. Fate of crew of seven men unknown.

Schooner Mollie Rhoades, three-master, Captain Horatio Dobbin, lost on Nantucket Shoals, December, 1913, with all crew of six men drowned.

Schooner Nelson, Captain Charles Keene, lost on Matineus Ragged Island, on the way from Boston in December, 1868. Crew saved.

Schooner Rozina, Captain Frank Kelley, lost on Cape Ann in December, 1892. Crew saved.

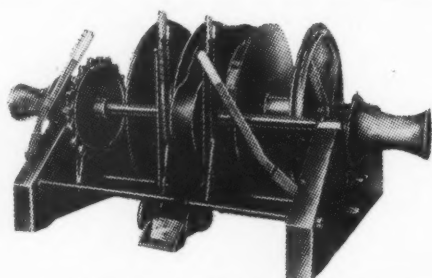
Schooner D. Sawyer, Captain Robert Anderson, lost on Seal Island in November, 1894. Crew saved.

Schooner Florence P. Hall, Captain Kelley, lost on Nashes Island about 1889. Crew saved.

Schooner Ida May Sawyer, Captain William Faulkingham, lost on Maine coast about 1880. Crew of six men all saved.

Schooner Mary, Captain Joseph Crowley, lost on passage from Jonesport to New York about 1875. Fate of crew of six men unknown.

Schooner Albert Treat, Captain Joseph Sawyer, lost at sea on passage from New York bound East



HATHAWAY TRAWL HAULING UNIT

HATHAWAY MACHINERY COMPANY, New Bedford, Mass.

Hathaway Equipped Boats Make Money

For Hathaway equipment is designed correctly. Development after development has finally led to machines which have been painstakingly perfected in every detail. Ask the owner of any Hathaway-Equipped boat.

Manufacturers of Flax Packed Stern Bearings, Hauling Clutches, Trawl Hauling Units and other machinery for power fishing. Agents for Wolverine Motors

Send for descriptive booklet

Schooner Mansfield, Captain Daniel Mansfield, lost on passage to New York in October, 1882. Fate of crew of six men unknown.

Schooner Mary O. Andrews, Captain Charles Williams, with crew of eight men, lost on La Have Banks in August, 1883. Most of crew from Beals. At the same time Schooner Mary E. Hagan, Captain Frank Beal, was dismantled, but crew of eight men saved.

Schooner Adelaide, Captain D. Crowley, lost on Maine coast about 1887, crew saved.

Schooner Highland Queen, Captain Dobbin, lost on Maine coast in December, 1910. Crew saved.

Schooner Charlotte A. Beal, Captain G. W. Beal, lost on Maine coast in August, 1899. Crew saved.

Schooner Maud S., Captain Oliver Church, lost on Mansfield's Ledge, east entrance to Deer Island, Me., in November, 1921. Crew saved.

Schooner George Prescott, Captain Crowley, capsized off Thatchers Island. Crew lost.

Schooner Lizzie Brewster lost on Maine coast. Crew saved.

Schooner Hampton, Captain Fred Beal, lost in Bay of Fundy about 1887. Crew all saved.

Schooner W. T. Chester, Captain William Nelson, lost at sea about 1898. All saved.

Schooner Henry, Captain Rogers, lost off Campo-bello, N. B., about 1886. All saved.

Schooner Peace, Captain Beal, lost on Maine coast about 1890. All saved.

Schooner Fortuna, Captain Tower, lost off Portland in December, 1906. All saved.

Schooner J. C. Nash, Captain Lib. Crowley, lost on passage to New York about 1886. Fate of crew of six men unknown.

Schooner J. W. Peasley, Captain William Barker, lost on passage from New York to Newfoundland in November, 1887. Crew of five lost.

Schooner Ella Brown, Captain Thomas Peabody, lost on Cape Cod November, 1898, in what is known as the Portland Gale. Crew of six men all lost, three of whom were from Beals.

CAPTAIN OLSSON RESCUES HAND

The crew of the Gloucester schooner Igomar are still talking about the heroic rescue of Christopher Nelson by Captain Carl Olsson, their skipper, on the Quero Banks. Seeing Nelson go overboard, Captain Olsson drew off his boots, leaped from the rail and swam 50 yards to his man, where he held him afloat until a dory came up.

FOR SALE

MOTOR BOAT RHODE ISLAND
Length over all 59 feet, beam 12 feet, draft 3 feet, powered with twin Lathrop engines 40 H.P. each, cabin forward, open deck about 45 feet, hold 4 feet deep, built only two years ago out of the very best material; extra heavy planking and ready for immediate use. Apply

CHARLES ALLEN, Jr., Block Island, R. I. P. O. Box 399

PLENTY MORE SIMILAR VALUES FROM OUR STOCK OF SURPLUS U. S. NAVY EQUIPMENT

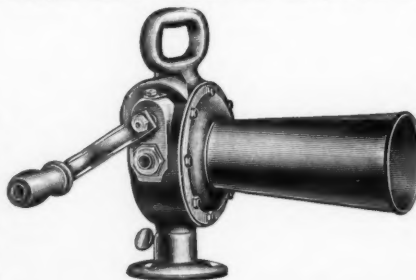


BINNACLE and COMPASS

Complete—7x7.9—\$15.00

Solid copper bin-nacle complete with lamp, handle, bracket and 4-in. standard Navy liquid compass. Guaranteed new, accurate and perfect. Value \$850.

While they last, \$15.00 net



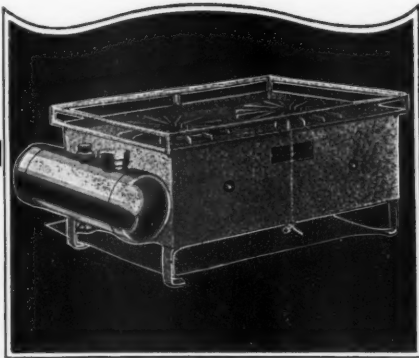
STEWART WARNER HORN

Complete—\$4.50

The horns came from the Chemical Warfare Service of the U. S. Army and were made to sound the alarm in case of gas attacks. The noise this horn produces is tremendous. Especially made to resist corrosion and have a baked enamel finish. Worth \$20.00.

Net Price While They Last, \$4.50

E. J. WILLIS COMPANY, 85 Chambers Street, New York City



Eat piping hot meals on your Fishing trips!

SATISFY that hearty outdoor appetite! Think of enjoying honest-to-goodness meals deliciously cooked on this sturdy little stove! Just like the range in your kitchen—a real meal in 5 minutes ANYWHERE.

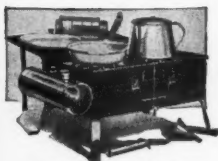
CRUISER GALLEY STOVE

The TWO Burner model (shown above) is for boats. Galvanized iron body 20 $\frac{1}{4}$ x10 $\frac{1}{2}$ x5 $\frac{1}{8}$ inches. Strongly riveted; polished brass tank. All fittings copper, brass or galvanized. Made in several sizes.

No. 2 with 6-inch grates, complete.....\$16.50

For Smaller Craft and On Shore

KAMP-KOOK KIT



Two Burner Model

Ideal for cooking on small boats or on shore. TWO burner model (at left). Size 5 $\frac{1}{2}$ x10x18 inches. Rich brown enamel polished brass tank. Utensils pack inside of stove.

PRICE, With utensils.....\$15.50
Without utensils 13.50

Food is near the fisherman's heart—and he doesn't eat it raw. Investigate CRUISER GALLEY STOVE and AUTO-KAMP-KOOK-KIT today! Call or write.

CHAS. G. JOHNSTON, Eastern Representative
98 Park Place, New York

PRENTISS-WABERS STOVE CO.
Wisconsin Rapids, Wis.

Baker Ice Machine Co.,
Omaha, Nebraska.

Gentlemen: Please send me your new refrigeration bulletin describing fishing vessels equipped with Baker System Refrigeration. We own vessels.

Name.....

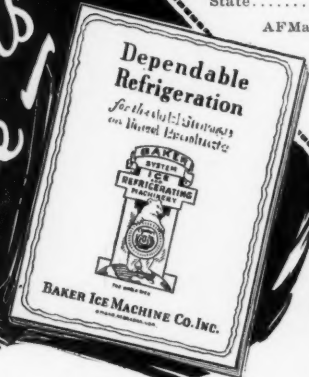
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City.....

State.....

AFMar

This Valuable Refrigeration Catalogue is yours Free!



Reduce Your Ice Costs from 30% to 50% with the

BAKER SYSTEM REFRIGERATION

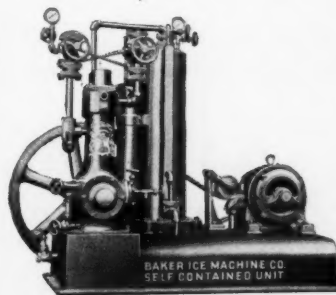
It will revolutionize the fisheries industries by cutting ice costs to the core. The Baker System is especially adapted to fishing vessels and keeps the fish bright and firm. It requires no skilled help to operate; and will practically double the cruising radius of fishing vessels by making the ice supply last twice as long. For filleted fish the Baker System of Refrigeration has no equal for keeping the fish in A-1 condition.

SHOULD PAY FOR ITSELF IN ONE YEAR

The Baker Self-Contained Refrigerating Unit takes up about as much space as an ordinary sized office desk; and operates with either gas or electric power. It should pay for itself in one year from the savings made.

Be Sure to Use the Coupon

We have a new catalog that contains some very useful information to the fisheries industry. If you will give us the opportunity we believe we can prove to you that it is possible for fishing vessel owners to receive bigger profits. Just use the coupon above, and the catalog will be sent you free of charge.



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The only SAFE battery for fishermen



The Magno battery is safe and reliable for boat motor ignition. You can never get stuck outside if you use Magnos.

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The J. C. AIR VEST

This SUPER LIFE PRESERVER absolutely prevents drowning. It enables the wearer to rescue others as well as himself, for this GREATEST OF LIFE PRESERVERS, when fully inflated, has a buoyancy of nine hundred pounds.

Yet this Vest can be worn 'neath the outer clothing without making appearance bulky, and the wearer suffers no discomfort or inconvenience by its neat and tidy fit.

The J. C. AIR VEST has proven to be the GREATEST LIFE SAVING DEVICE IN THE WORLD. For use on the water anywhere—ocean, lake or swimming tank.

The price of this SUPER LIFE PRESERVER is only five dollars (\$5.00), therefore no one should be without one.

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755 BOYLSTON STREET, BOSTON, MASS.

Manufactured in Framingham, Mass.

Mail Orders Will Be Given Prompt Attention

Fisheries Course at M. I. T.

THE course in fisheries given at the Massachusetts Institute of Technology is one of the most interesting of the recent courses of study established there. It is given in the department of biology and public health, where the extensive modern laboratories are particularly adapted for instruction and research in the biological and bacteriological branches of the work of the course.

Among the subjects studied are oceanography, dealing with a configuration of the bottom of the ocean, together with tides, currents and fishing banks. A study is made of various microscopic as well as other natural foods which fish feed on in the ocean. Migration of fishes and the causes of the same are considered.

Anatomy of fishes, kinds and species of fishes, identification of commercial fishes, and the important problems of fish life are taken in in the course in food fishes. The branch concerned with fish hatcheries of the Atlantic and Pacific coasts and inland waters has been very attractive and of great value. The U. S. Bureau of Fisheries, co-operating with the institute, has supplied fish eggs for hatching. Trout and salmon eggs are being hatched at M. I. T. Several lectures have been given by experts of the U. S. Bureau of Fisheries. Those given by Mr. A. H. Dinsmore, superintendent, U. S. Fish Hatchery, St. Johnsbury, Vt., were illustrated with lantern slides and were intensely interesting descriptions of the many methods employed to obtain, transport and hatch eggs, together with valuable information concerning reasons why fish are found in land-locked bodies of water and in certain rivers entering the ocean, how fish work up to inland waters, etc. The salmon and trout were considered from industrial and commercial standpoints as well as that of the fish hatcheries. Other lectures on the propagation of sea fish will be given by Mr. Corliss of the Gloucester Station and Mr. Thomas of Woods Hole, Mass. Slides showing the St. Johnsbury, Vt., station and stations in the western states were employed to illustrate the extensive operations and practical results of the work of the trained men of the U. S. Bureau of Fisheries.

In connection with the technology of fishes, a comprehensive and complete course on canning and plant sanitation is given. The methods of canning, freezing, salting, smoking and packing fishes are fully discussed. Another branch of the course is bacteriology,

which has proven an important aid to canners. The results of the study of bacteria are evidenced in the marked improvement of canned fish food, as well as in modern methods of preparing and handling fish for market. The practical, marine end of the work of catching and transporting fish to port is also taken up and various types and kinds of fishing vessels, boats and gear are considered at length.

Steam, power and sailing vessels are studied with regard to their operation while fishing. Government aids to navigation of fishing vessels, sailing rules, and general instruction pertaining to construction and repair of fishing vessels is given.

Problems of handling, marketing and transporting fish to near-by markets and to the interior are given consideration.

Research work is under way at the institute, where the problem of "red rust" of fish is being worked out by a bacteriologist of the U. S. Bureau of Fisheries. Not only is the U. S. Bureau of Fisheries co-operating with the department of biology of M. I. T., but state boards of conservation are evincing an equal willingness and desire to do so. Large and small firms in the fish business in the eastern part of the United States realize the need and advantage of the course and are strong for its success.

One of the most satisfactory things about the course is the hearty co-operation of the men who fish for a living and who are the backbone of all the branches of the fish business. These men who fight the dangerous fogs of summer and the gales of winter know the value of training. They recognize the need of improvements in methods of catching and handling fish and that easier and less dangerous methods are the inevitable outcome of an all-round training when supplemented by hard, conscientious, practical work. The co-operation of the fishermen and masters of vessels, who have helped to make a success of the fisheries course given in the department of biology of the Institute of Technology, is fully appreciated and the staff of the department is glad to have this opportunity to thank them for it.

Beside the strictly technical subjects relating to fisheries the men are given a broad training in such engineering subjects as it was felt would be of value to men trained in this line of work. The engineering subjects are taught by the various engineering departments at Technology. Among the

subjects covered are the following: The principles of navigation, steam and gas engineering, refrigeration, mechanics and strength of materials, propulsive efficiency and power required for a certain speed of boat and a certain displacement, propellers, industrial organization, business management, business law, cost accounting and statistics.

NEW CANAL RATES HIT FISHERMEN

The new schedule of rates for all craft making use of the Cape Cod Canal, which went into effect April 1, has hit the mackerel seining and netting fishermen rather severely.

The new schedule has doubled the rates of all boats of 16 tons and over. So high is the tax that few fishermen will use the Canal, preferring to go outside through the shoals rather than pay the stiff prices asked.

There was some surprise that the increase should be so heavy and that it should be put into effect at this season of the year when steadily improving weather conditions will soon permit the rounding of the Cape with little danger. It is thought that, aside from the fishermen, the coasting vessels will avoid the expense of the canal.

CHANGE OF LIGHT

The Lighthouse Bureau has sent out a second notice, bringing to the attention of mariners the fact that on July 25 a change will take place in the Matinicus Rock Light Station, off the coast of Maine. On that date one of the lights will be discontinued, and about August 1, the remaining light in the South Tower will be changed to a flashing white of 43,000 candlepower, showing one flash alternating with a group of two flashes every 15 seconds.

BRING SOUND IDEAS TO THE FISHING FIELD

(Continued from Page 20)

Inc., will meet the need, or will train operators already on the job.

They feel that by offering a service such as the foregoing they can save their customers much trouble and inconvenience, serious losses through unnecessary delays, and the heavy losses due to misfit engines, propellers and vessels.

Schooner Mabel E. Bryson arrived at New York April 27 with a fare of 22,000 pounds of tilefish. They sold for seven cents per pound.

Caulked right— they stay tight

Why Use Any But the Best ?

All the Oakum used in caulking a vessel costs so little compared with the labor cost of caulking, that it surely is poor economy to use a poor grade, hard to work with and wasteful.



*Use Stratford Oakum
for True Economy*

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STRATFORD OAKUM

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REAL GENUINE SEA
ISLAND COTTON

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LONG STAPLE COTTON

Factory to You—No Middlemen

National Net & Twine Co., Inc.
EAST HADDAM, CONN.

SAWYER'S "EXTRA STRONG" FISHERMEN'S OILSKINS

WHY? Because they are made from the **FINEST QUALITY HEAVY COTTON CLOTH**, cut on our **SPECIAL DESIGNS** from patterns which we have developed as a result of three-quarters of a century's experience and study of the exacting needs of fishermen.

Don't say just "Oilskins," say "Sawyer's Extra Strong"

And insist on having them, and nothing else, if you want the BEST

If your dealer does not carry them request that he send us order covering your requirements

H. M. SAWYER & SON, East Cambridge, Mass., U.S.A.



THE SOUTHERN MACKEREL CRUISE IS ON

SCHOONER Constellation, Captain Ambrose Fleet, the first of the southern seiners, sailed from Gloucester April 4, arriving at Cape May April 9. The Anna, Captain Elbert Sanchey, was the first netter. Captain John Dahlmar, in the Orion, went by Cape May on the 6th, and landed three barrels at Norfolk on the 9th, receiving 75 cents per pound.

The Louise Corkum, Captain William Corkum, came into Cape May after her seine on the 10th. Captain Corkum fished two nights, catching four fish the first night and two the second.

It is thought the season will be a short one because of the continued cold weather, which will tend to keep the fish working well up the coast before they strike in.

The list of Gloucester vessels on the southern cruise follows:

Sch. Edith H. Cooney, Capt. Oscar Johnson.

Sch. Florence E. Marchant, Capt. Nels Amoro.

Sch. Minerva, Capt. James O'Neil.

Sch. Ida Blanche, John Johnson.

Sch. Little Elsie, A. C. Cleveland.

Sch. Lillian, Capt. Herman Olson.

Sch. Mettacommet, Capt. James Hemeon.

Sch. Hope Leslie, Capt. Wallace Walker.

Sch. Maxwell, Capt. Hanson.

Sch. Nautilus, Capt. Charles Smith.

Sch. Pearl, Capt. Roland Brewer.

Sch. Mascot, Capt. Joseph Sampson.

Sloop On Time, Capt. Peter Johnson.

Sch. Anita and Bernice L., Capt. Albert Lawson.

Sch. Elizabeth A., Capt. Charles Petersen.

Sch. Liberty, Capt. Claude Wagner.

Sch. Marcella, Peter Ouillette.

Str. Orion, Capt. John Dahlmer.

Sch. Wesley W. Sennett, Capt. Patrick Murphy.

Sch. Lafayette, Capt. George Peeples.

Sch. Evelyn and Ralph, Harry Clatsenberg.

Sch. Alice and Wilson, Capt. Colin Dorey.

Sch. Sibyl, Capt. Aubrey Hawes.

Sch. Etta M. Burns, Capt. Thomas Marr.

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Four Cycle Airless Injection

CRUDE OIL

ENGINES - 46 to 95 H.P.

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No Electricity — No Water Injection

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WOLVERINE MOTOR WORKS

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Sch. Marion McLoon, Capt. Gilbert Lafford.

Sch. Higeo, Capt. Collin Powers.

Sch. Restless, Capt. James Nickerson.

Sch. Nickerson, Capt. John Vautier.

Sch. Audrey and Theo., Capt. Percy Perriway.

Sch. John Cooney, Christopher Higgins.

Sch. Elizabeth M. King, Capt. Edward Proctor.

Sch. Amiral, Capt. Martin Sparrow.

News was received at Gloucester, April 12, that schooners Catherine

Burke, Captain Lemuel Firth, and the Constellation, Captain Fleet, had landed good fares of mackerel.

GEORGE F. AMORY

Sailmaker

Second-Hand Canvas Bought and Sold

Telephone Congress 3188

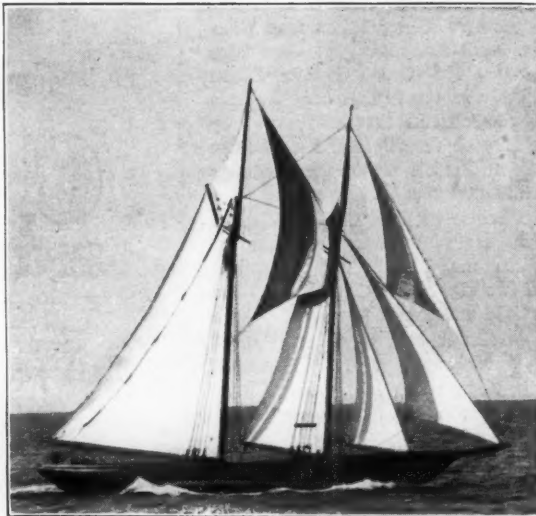
Fish Pier, Boston, Mass.

SAILS

For Schooners Columbia, Henry Ford and Elizabeth Howard



SCHOONER ELIZABETH HOWARD



SCHOONER HENRY FORD

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Makers of
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Also Sailmaker for
Schooners Mayflower and Puritan

Dealers in
DUCK, CORDAGE,
and
MARINE ACCESSORIES

We take boats directly from the builders and equip them ready for sea

Boats Overhauled

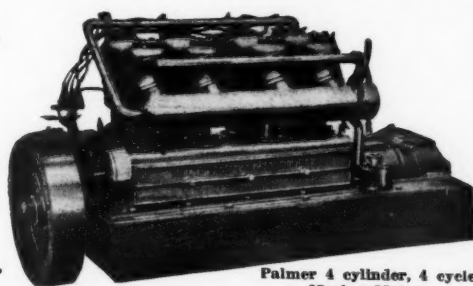
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POWER, Speed, Dependability, Durability and Economy are built-in qualities of Palmer Engines. They are strictly high-quality machines, built of the best material obtainable, made in an up-to-date plant and perfected by experienced engineers.

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Palmer 4 cylinder, 4 cycle,
Marine Motor

PALMER Engines are manufactured in three types two cycle single and double cylinder type, four cycle medium duty type and our heavy duty type. Palmer Engines are manufactured from 2 to 85 horsepower. 1 to 6 cylinders.

WILL NATALIE BE LOCATED?

Capt. A. K. Silvia, of Edgartown, who is always a leading spirit in any measures for the advancement of the local fishing interests or for those who go down to the sea in ships, has made strong efforts in the past few weeks to get the U. S. Government to employ means to locate and raise the hull of the sunken sloop Natalie of Edgartown, which it is supposed was run into by some larger craft some time in the early morning of Jan. 23rd and sunk with four men on board.

Some wreckage has since been picked up and identified as coming from the ill-fated vessel, but the main portion of the hull, which it is thought may still contain the bodies of the victims of the disaster, is still presumed to be on the bottom of Vineyard Sound, and may prove a menace to navigation.

Capt. Silvia has corresponded with various government officials, among them the Hon. W. Sumner Myrick, manager of the Marine Bureau of the U. S. Chamber of Commerce. Mr. Myrick is a summer visitor to Edgartown, and is a friend of Capt. Silvia. He immediately took up the matter of the raising of the Natalie with the Navy Department, and has tried in various ways to secure the Department's aid in the matter. It is hoped some definite action will be taken before it is too late.—Vineyard Gazette.

Capt. Angus Lohnes on April 12 dragged in the vicinity of Luceal shoal in the hope of locating the hulk of the schooner Natalie.

MARKET REBUILT ENGINES

For the fisherman who wants a low-priced motor, the Camden Anchor-Rockland Machine Company, manufacturers of Knox motors, have placed on the market the Knox factory rebuilt and guaranteed motors.

All used Knox motors when received at their plant are completely taken

down, every part that shows any sign of wear is replaced by new. The motor is thoroughly tested out and required to show its rated H. P. and is then painted and sold to the customer with an iron-clad guarantee for one year.

By this method of rebuilding, the buyer of one of these motors is assured of a motor he knows is right, and if by any chance anything should develop, the guarantee protects him.

These motors should not be confused with the ordinary secondhand motor offered for sale "as is," for they are rebuilt at the home factory where they have the proper tools and and parts and the workmen who know this make of motor.

Anyone who wants a good serviceable motor at a low price should get in communication with them at once.

PRICES REDUCED

Effective April 15, prices on all sizes and types of the Bolinder Oil Engine were reduced considerably; in fact, in certain instances as much as over 16 per cent.

These reductions are possible at this time because of a new wage agreement at the Bolinder factory having been successfully concluded; also because of an increased demand for these engines which has become particularly noticeable this spring.

RIDING LIGHTS

(Continued from Page 12)

N. C. Wyeth, an artist who has a perfect genius for depicting the romance of the sea. None the less, it brought a new vision to our youth, and we still remember with a pang of regret the time when, at last, our cherished copy found its way to the port of missing books. Nothing finer of the sea and desert islands has ever been written or is likely to be, and in the hundreds of editions that have been published, it would be difficult to find a more satis-

factory or more beautiful one than the present. Fortunate is the man or boy who owns one. (Cosmopolitan Book Corp.)

All the Way by Water

This clever novel, in which secret service men, buried treasure, a beautiful girl appearing from nowhere, and mad pursuits and evasions in speedy motor boats on the waters of Long Island Sound are only a few of the exciting incidents, will entertain and should provide a pleasant, if rather light, evening's reading. (Penn Publishing Co.)

H. W. R.

WILL ORDER BOOKS FOR YOU

The Book Department, ATLANTIC FISHERMAN, 100 Boylston street, Boston, will get for you copies of any book reviewed above (or any other books you want) at the publisher's lowest net price plus ten cents per copy for postage and insurance.

"The Marvels of the World's Fisheries," by Sidney Wright, J. B. Lippincott Co., \$1.75.

"Captain Blood," by Rafael Sabatini, Houghton Mifflin Co., \$2.

"Blackbeard Buccaneer," by Ralph D. Paine, Penn Publishing Co., \$2.50.

"Position Finding at Sea," by Gilbert P. Chase, D. Van Nostrand Co., \$1.

"Robinson Crusoe," by Daniel Defoe, Cosmopolitan Book Corp., \$2.50.

"All the Way by Water," by Elizabeth S. Payne, Penn Publishing Co., \$1.75.

M. Walen & Son, Inc.

PRODUCERS AND WHOLESALE
DEALERS IN

Salt Water Fish and Outfitters

AUTOLINE OIL

GLOUCESTER - MASSACHUSETTS

FISHERY SALT

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DAWE & NEWELL*Ship Carpenters*

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Motor Boat and Dory Repairs

FISH PIER - - BOSTON

**SHIP BALLAST
MOORING CHAINS**Pig Iron, Scrap Iron and Metals
Rails, Beams, Tanks**The Perry, Buxton, Doane Co.**

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OLD SOUTH WHARF

Nantucket, Mass.

Plenty of Water and *FREE BERTHS*
SUPPLIES FOR BOATS and AUTOS**GASOLINE and OILS
WATER, ROPE, ICE****FREE NET LOFTS AND
CLUBROOM FOR FISHERMEN**

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ISLAND SERVICE CO.**JOHN CHISHOLM & SON**

Manufacturers of

HIGHEST GRADE**Tarred Lines**

Seines, Nets and Trawls

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S. Sklaroff & Sons**Smoked Fish
Establishment****Cold Storage and Freezing***Importers and Wholesale Dealers*
**SCOTCH AND HOLLAND
HERRING**

Established 1892

Tel. Prov. 215-3

Provincetown, Mass.**NEW VESSELS FOR JERSEY**

Port Norris, N. J.

Editor, Atlantic Fisherman:

We would judge from the new vessels that have been built in our state during the winter just passed that the season of 1922 was a very successful one in our oyster industry.

There have been six new vessels built to engage in the oyster trade ranging in length from 68 to 87½ feet over all. The Kathryn Lee and the M. L. Riggan are each 68 feet; the H. C. Nickelson and the C. B. Riggan, each 80 feet; the Margaret E. Fowler, 86 feet, and the Emma L. Evans is 87½ feet.

In addition to these new boats there have been some boats bought on the Chesapeake and will be in the trade. For instance, Captain Leslie Blackman has added the schooner E. S. Wilson to his fleet, and Captain Augustus Meerwald has bought the schooner Charles B. Gibson, and will use her in the oyster industry on the Delaware Bay this spring.

Glad to send you this little news for I am much interested in the ATLANTIC FISHERMAN.

Yours truly,

J. P. G.

April 7, 1923.

FOR SALE

A 36 Horsepower, 3 Cylinder Lathrop Engine in first-class condition, with propeller and shaft.

HARRY A. TOBEY, Nantucket, Mass.

FOR DEEP SEA FISHING

ESSEX**STEAM TARRED LINES**

Manufactured by

MEARS IMPROVED LINE CO.Factory and Line Walk
Essex, Mass.Office
Gloucester, Mass.**LAUNCHING OF OYSTER BOATS**

The two-masted schooner Emma L. Evans will be launched from Stowman Brothers' shipyard, Dorchester. The boat is owned by Captain E. L. Evans and son, of Millville, and is the largest two-masted oyster schooner ever launched at a South Jersey shipbuild-

ing plant. The boat is 87½ feet long, 22 feet, 8 inches beam, with a depth of 7½ feet.

Miss Hilda Evans, of Pitman, at present a nurse in Millville Hospital, and a niece of Captain Evans, will break a bottle of champagne on the prow of the craft at the christening.

The boat is named after Captain Evans' wife and will vie with another two-master, only a few feet smaller, which is being launched at Greenwich Piers. This craft was built by Shillingsburg & Co. for Joseph N. Fowler. Oystermen and watermen of Delaware Bay will watch the two boats perform the remainder of the year. Captain Evans believes he has the smarter craft, but this supremacy will have to be decided.

Captain Charles Rock, of Gloucester, will be the master of the Emma L. Evans, Captain Evans finding it impossible to spend enough time on the boat.

—Bridgeton Evening News, April 7.

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TarringCatechuing and
Repairing**PORTLAND NET & TWINE CO.**

C. A. FRANCIS, Manager

Manufacturers and Dealers in

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Gloucester**Sail Makers, Awnings
Hammocks**

Phone 190, Gloucester

The Fishing Vessel Mart

In answering the following advertisements please address communications to the initials following each item and send care of ATLANTIC FISHERMAN, 100 Boylston Street, Boston, Mass.

50-FOOT FISHING VESSEL FOR SALE

Is 16-foot beam; 5 feet, 7 inches in the hold; sleeps 7; will carry 6 dories; built 1902; rebuilt 1921; small engine. Address B G, Atlantic Fisherman, 100 Boylston street, Boston, Mass.

45-FOOTER FOR SALE

Open boat with small cabin; 9 feet beam; 20 H.P. engine; will make 9 miles; not 3 years old. Address B B, Atlantic Fisherman, Service Department, 100 Boylston street, Boston, Mass.

VESSEL WANTED

40 to 50-footer, staunch and seaworthy, with or without engine. Address A C, Atlantic Fisherman, Service Department, 100 Boylston street, Boston, Mass.

FOR SALE

27-footer equipped with Mianus heavy duty 7½ H.P. engine, reasonable. Address B D, Atlantic Fisherman, Service Department, 100 Boylston street, Boston, Mass.

SCHOONER WANTED

55 to 60 feet over all with about 17-foot beam, 5 foot depth of hold and 7 to 8-foot draft. One with oil engine preferred. Address A G.

WANTED 50 TO 60-FOOTER

Want to buy good able schooner, 20 to 25 tons, with about 8-foot draft. One with motor preferred. Address A H.

50-FOOTER WANTED

Vessel of 15 to 17 net tons, schooner rig. Would like power, oil engine preferred. Address A I.

42-FOOT KNOCKABOUT SLOOP FOR SALE

Seven years old; 20 H. P. Hartford engine. Picture will be sent on request. Address B E, Atlantic Fisherman, Service Department, 100 Boylston street, Boston, Mass.

NEW 38-FOOTER, \$900

Length 38 ft., 8½ in., draft 2 ft. 8 in., 14 ft. raised house forward, 18 ft. cockpit, splendid room for fishing or pleasure, fitted with 20 H.P. Kermath engine. Includes anchors, 90 fathoms 21 thread rope, sail and spar. Address B F, Atlantic Fisherman, Service Department, 100 Boylston street, Boston, Mass.

SCHOONER FOR SALE

Now fishing. 14 net tons; length 53 feet, 4 inches. Built at East Boothbay. Brand new 45 H.P. C-O engine; hoisting winch, new seine and seine boat, and all modern equipment. Want an offer. Address B A, Atlantic Fisherman, Service Department, 100 Boylston street, Boston, Mass.

57-FOOTER FOR SALE

L. W. L. 50 feet; beam 14 feet 6 inches. 60 H.P. Bridgeport Motor. Electric lights and electric self starter. Address B H.

WILL SELL SMALL VESSEL

Schooner Little Jennie; length 50 feet, 16-foot beam, depth 4½ feet, draft 4 feet. New 7 H.P. engine in yawl boat. Schooner is brand new. Price \$6,000. Address B I.

REMODELED CAT RIG

Copper fastened 31-footer for sale. 31 feet long and 12-foot beam, draft 3 feet. Cat rigged, sound and tight. Address B J.

HULL WANTED

A good sound hull; 50 to 60 feet long; beamy; light draft; plenty of deck room; without engine, sails or spars. Write A E, Atlantic Fisherman, 100 Boylston street, Boston, Mass.

SCHOONER WANTED

A subscriber wishes to buy a good sound schooner, about 55 feet, suitable for fishing. With or without engine. Address A D, Atlantic Fisherman, Service Department, 100 Boylston street, Boston, Mass.

60-FOOTER WANTED

A subscriber wants to buy a 60-foot vessel to go sailing in. Address A F, Atlantic Fisherman, 100 Boylston street, Boston, Mass.

WANTS VESSEL ON SHARES

Want to take on shares a 50 to 60-foot vessel. Have seines, etc., to go after mackerel with. Address C A, Atlantic Fisherman, 100 Boylston street, Boston, Mass.

FLUSH DECK POWER BOAT

Want a 28 to 32-foot flush deck power boat for fishing with 14 to 20 H.P. medium to heavy duty gasoline engine; light draft of 3 feet or less. Want power enough to handle 33-foot seine boat and seine. Address A J.

SCHOONER DIXIE FOR SALE

Rebuilt 1902. Solid as a pump bolt. 54 feet long, 15-foot 6-inch beam, 6-foot depth of hold, 17 tons gross. Never has been ashore and is fast sailer. Needs few repairs. A bargain. Address B K.

PATERSON PARCHMENT AIDS PACKERS

THE use of Paterson parchment in the packing of crab meat is becoming more and more general among canners as its all-around suitability for this purpose becomes better known.

The North Star Canning Company of Anacortes, Wash., report that they have been using this make of parchment for

the lining of their five-pound tins in which they ship their fresh crab meat. They claim that with this parchment lining they have had no trouble with crab meat turning darker than when first packed, even after three years' time. It also withstands the high temperature in retort without breaking down and allowing the meat to come in contact with the tin. The flavor of the crab meat is also kept intact.

Shipments are being made as far east as Chicago and New York City, and all undelayed packages have been received in excellent condition. The fact that the American Railway Express Company receives C. O. D. shipments of these perishable goods without question to all points in the United States speaks well not only for Paterson parchment but for the product of the North Star people.

Safeguarding Fish Industry

(Continued from page 10)

While the result, judged by the operations of the whole season, was not unsatisfactory, yet it was shown convincingly that the quality of eastern fish landed was commensurate with shortness of time consumed on trips and amount of ice used, this being evidenced in many specific instances. Almost wholly the fish from the westward grounds were landed in splendid condition and as a rule the eastward fares also measured up to a standard of high quality; yet during the heat of the summer, some crafts arriving from the eastward, generally those with large catches and out quite some time, had among their catches some haddock and market cod which were soft. These fish, while not of the standard of "market" quality for which the dealers were striving, yet were suitable for splitting and salting. It is only just to say, however, that the total amount of these soft fish landed formed a very small part of the more than 25 million pounds total catch of the "shack" fleet and that on the whole a splendid standard of quality was maintained.

Of course the ideal plan of summer "shack" fishing would be to keep in

effect the landing of fresh fish from the westward and only salt fish from the eastward, or the renewal of the "fresh and salt" trip idea, so successfully pursued up to ten years ago, but the element of remuneration of the producer for his season's work has a place in the consideration of the situation. It should be noted that when average eastern fares of from 100,000 to 150,000 pounds of cod and haddock preserved in from 30 to 45 tons of ice were landed, little or no fault could be found with their quality standard and generally it was only in fares of 200,000 to 300,000 pounds of fish and in some cases not sufficiently heavily iced that the soft fish were noted. Broadly speaking well-iced eastern trips of average size were landed in fine condition. Some of the dealers are of the opinion that if during the heated term all market cod, from 18 to 20 inches long and under, were salted on board the vessel when caught, much of what trouble now exists would be obviated.

By far the greater part of the soft fish observed were landed by some of the steam otter trawlers which made a practice of bringing from the eastward very large catches in the neighborhood of 250,000 and 300,000 pounds. It is possible that during the winter, this

matter of soft fish may engage the attention of the curers and shippers and that the opening of the next season may find them prepared to offer a solution of the problem.

Inspections of stores selling, handling or storing fresh or frozen fish also forms an important feature of the service, as well as the overseeing of the fresh fish brought from Nova Scotia by the Yarmouth steamers. Then there are the outdoor markets, cold storage plants, and co-operative work with the boards of health of various communities in the state.

Altogether, the type and kind of service performed by the fish inspectors of Massachusetts is playing a big part in the advancement of our fisheries, not only for the good of the Bay State, but for the good of the whole industry everywhere.

The Conservation Department of Maryland announces to tongers and planters that the restricted area in Severn River will be reopened for the purpose of taking up or removing oysters for planting purposes only between April 26 and May 15.

Oysters will be removed under the direction of an officer of the department, acting under certain regulations from that office.

A Unique Opportunity for American Buyers!

We have carefully prepared a list of everyone connected with the Fishing Industry in Great Britain, who is on the telephone--this ensures the best class of firm--and we can mail it to any part of the World on receipt of Money Order for \$15, which includes postage.

SERVICE DEPARTMENT, ADDRESS

"THE FISH TRADES GAZETTE"

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**GOLD MEDAL
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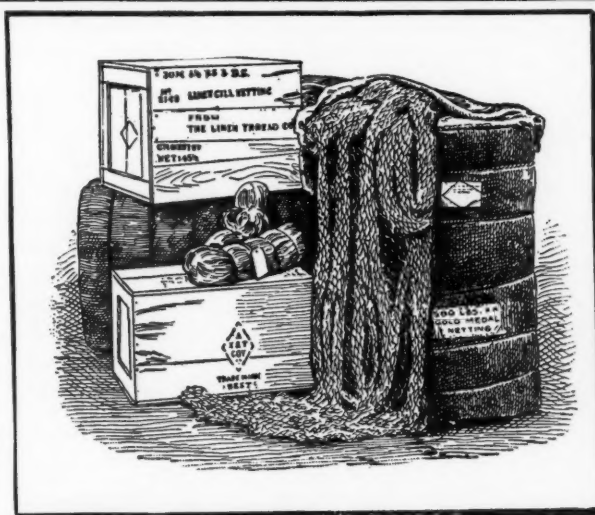
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LINEN GILL NETTING**

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COD LINES**

**EVERYTHING
FOR FISHERMEN**

**Pounds, Seines, Traps,
and all other appliances
fitted complete in any
style required.**



**THE
LINEN
THREAD
COMPANY**

**NEW YORK
BOSTON
GLOUCESTER
BALTIMORE
CHICAGO
and
SAN FRANCISCO**

FISH HOLD UP EXPRESS TRAINS

Pound fishing along the lower Chesapeake Bay is proving a profitable enterprise to those engaged in the business. The catch was very heavy during the first week in April and the big landings at Cape Charles, augmented by boatloads for transshipment by express, were so tremendous that the northbound express trains were delayed nearly every evening for a week by the loading of fish.

Shad predominate, and in both size and quality are about as firm as have been seen in that locality. For Cape Charles the prices have been a little above normal, roe shad selling for \$1.75 each and bucks at 75 cents each.

PROPOSED EXPORT DUTY ON CANADIAN HERRING

An export duty upon all fresh herring that are sold for export at a less price than \$10 per hoghead at the weirs in any part of Charlotte and St. John counties, such export duty to be imposed by the Canadian Federal government and placed at \$10 per hoghead for the protection of the fisheries, was proposed in a resolution of which notice was given in the legislature by J. M. Scovil, member for Charlotte county.

This action, the resolution sets forth, is urged as a means of stopping the

depletion of the population of the fishing section of Charlotte county on the Bay of Fundy.

The motion will come before the legislature for consideration later.

CAPTAIN WHALEN DEAD

The passing of Captain Bartholomew Whalen, for years one of the most successful fishing masters sailing out of Boston, who died at his home, 324 Saratoga street, East Boston, April 11, caused profound sorrow in fishing circles everywhere.

FOR SALE

Standard Motor Construction Co. 12 H. P., heavy duty, 2-cylinder, 4-cycle, high-grade rebuilt engine. Atwater Kent and make-and-break ignition. Reverse gear, mechanical oiler, 26-inch propeller, shaft and box. Price \$500 f. o. b. Greenport, New York. Address C. A., Atlantic Fisherman, 100 Boylston street, Boston, Mass.

WHALE TRAPPED IN NET ESCAPES

A whale trapped itself in the fish pound of Allen and Ernest Flanders in Vineyard Sound and then escaped by lashing about until the nets were demolished. The unwelcome visit of the whale came to light April 12 when the Chilmark fishermen went out to their

traps and found several stakes broken off and the netting so torn that several hundreds of pounds of fish were released before repairs were completed.

CHANGE OF SKIPPERS

Captain Daniel McDonald has relinquished command of schooner Elizabeth Howard and Captain Howard Gillie will now take charge of the craft fresh salubuting.

MORNING STAR IN NEW HANDS

Jointly with Captain Almon D. Malloch, O'Hara Brothers Co., of Boston, have purchased of Captain Lovett Hines the Gloucester schooner Morning Star. This vessel was built at Essex, Mass., in 1906, being 121 gross tons, 85 net tons, 99 feet registered length, with a beam of 24 feet and a depth of 11 feet, 6 inches.

Having been a plain sailer, she is now to the southward, in command of Captain Malloch, after mackerel.

Schooner Pollyanna, Capt. James Mason, on her halibut trip at Boston, March 27, stocked \$9,853, and the crew shared \$323 to a man, clear.

Schooner Oretha F. Spinney, Captain Lemuel E. Spinney, on a recent trip stocked \$9,802, and the crew shared \$263 each.

WM. H. CHAMBERLAIN

**Power Dorries, Sailing and Rowing Dorries
Launches, Skiffs and Tenders**

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MARBLEHEAD, MASS.

HARRY S. LORD CO., Inc.

Sail Makers

Marine and General Canvas Work, Tarpaulins
and Canvas Covers

296 STATE STREET, BOSTON, MASS.

Telephone Richmond 3647.

AT ATLANTIC AVE.

BEST WAY TO INCREASE LOBSTERS

(Continued from Page 15)

them by the percentage of small lobsters found in their traps this year as compared to previous years—a practical proof of the fact that this is one of the right ways to increase the number of lobsters. If they are "from Missouri," as the saying goes, they are shown that this is not one of those theoretical methods alone, by the conditions revealed to them personally as they haul their traps from day to day. Thus they are in a position to know whether this is a good method to pursue or not. Another point: If this method is not proving practical, why, then, do so many of the fishermen themselves agree on this one subject and co-operate with the department of Sea & Shore Fisheries in the purchasing and liberating of the egg-bearing lobsters?

A majority of the people seem to be under the impression that the appropriation for seed lobsters is grabbed up by the dealers and thus provided a means of speculation for them. This is not true. The dealers have pounds which they stock with lobsters when the price is down and hold them until the price goes up again, then they take these lobsters from the pounds and

sell them. These lobsters remain in the pounds on an average of four months and during that time there are bound to be lobsters having eggs which they bear the year round; however, there are months in the year, usually the fall months, when the greatest number of lobsters have eggs attached. In view of the above fact the dealers cannot possibly handle lobsters without getting some with eggs attached.

The statute provides that lobsters with eggs attached may be purchased by the State at the rate of 15 per cent. above the market price, but at no time during the career of this Commission have egg lobsters been purchased above the market price and in the majority of cases they have been paid for at the rate of three to five cents less per pound than the market price in order to stretch the money as far as it would go. Consequently the dealers are not as anxious to deal in egg lobsters as the general public have been led to believe.

Is it right to make the pound keepers suffer a loss when nature has forced the egg lobsters on them and is it good judgment to discourage the protection of the "goose which lays the golden eggs"? The pound keepers do not ask a cent profit on their egg-bearing lobsters. All they ask is to get their money back, and do not kick when they

only get 75 per cent. of it, but they do feel it is a hardship for the State to make laws which help put them out of business by not appropriating sufficient funds to purchase all the egg lobsters. These same pound keepers are doing a great deal if not more than any other class of people for the increase of the industry and should be encouraged instead of discouraged. They should have the cost price of their lobsters and should receive their money promptly.

WRECKED ON THE FEEJES

(Continued from Page 12)

very nutritious, and the natives are exceedingly fond of it. In fact, for months it is their chief article of diet. The chiefs went to the Umbaty a number of times to get him to intercede with their Caloo (God) to send them rain, but the old fellow's power did not reach the clouds. They finally concluded that it must be on account of the massacre of the Onco's crew that they were so afflicted. I told them I thought quite likely that it was to punish them for killing white men. They said a ship was cast away at one of the islands some years before, and the crew massacred, and that immediately after, there was great sickness among them. They believed that the white man's Caloo was superior to theirs. (To be continued)

We don't have to go back half a century

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Being a comparatively young concern we are up to date on all modern ideas of manufacturing

and service. Our factory is the latest word in new and improved equipment, and you can be sure of unsurpassed workmanship and material when you send to us for your requirements in

GILL NETTING

made from Imported Linen, Genuine Sea Island Cotton, and specially selected long Staple Cotton.

POUND and TRAP NETTING

from Twines made in the largest Seine Twine mill in the world.

Be up to date, send your orders to

THE FISH NET & TWINE COMPANY

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The Best Dories

Big rugged life-saving Dories used by Life-Saving Services, the U. S. Light House Service and many fishermen.

18 Foot \$100

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ALSO MANY OTHERS

See our Exhibit at the National Fishing Equipment Exposition, at
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COPPER OLEATE PRESERVATIVE

Scientifically prepared for one purpose---the preservation of all Cordage used in water.

Equally effective on nets or lines made of cotton, linen or manila.

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PERFEX Ignition System is a complete unit comprising spark plug, induction coil, vibrator, condenser, etc. Simply take out the ordinary spark plug and insert PERFEX — it will spit the hottest kind of a spark with only a six-volt battery connected up to it.

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Get in a TOWER'S FISH BRAND Oiled Suit



EXTRA HEAVY

Made especially
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Large and roomy

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MARINE PAINTS

"Best by Test Since 1889"

Wherever men earn their livelihood from fishing there you will find "New Jersey" Marine Paints, for they have stood the test of time and given un-failing satisfaction.

"NEW JERSEY" COPPER PAINTS
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The prepared copper oleate preservative for all textile fishing gear. The preservative that is fast winning favor along the entire coast.

Extra Strength---Ready to Use---Non-explosive---Economical---Efficient.

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HARRY LOUDERBOUGH, Inc.

Jersey City, N. J.

Sails That Are Easy to Handle



WITH all the hundred and one things to be done at sea, anything that saves work in the handling of a vessel, or the care of equipment, is welcome. Practical experience has shown that sails made from TATELEC treated canvas remain soft and pliable even in freezing weather and resist mildew to a remarkably high degree during the summer months.

Canvas treated by the TATELEC process is highly mildew resistant, because it is made non-absorbent and cannot soak up water, without which the mildew germ cannot grow.

The treatment adds nothing to the weight of the sails. It does not change the original color. And the sails never become stiff nor sticky.

Write us for further information and literature.

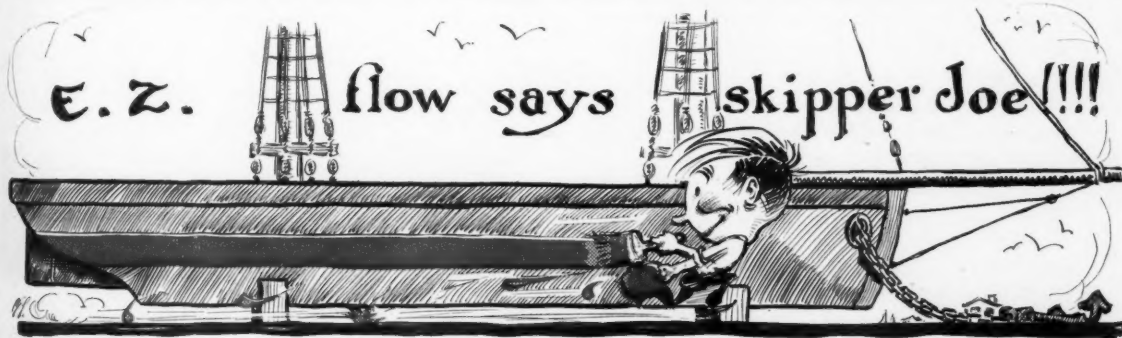


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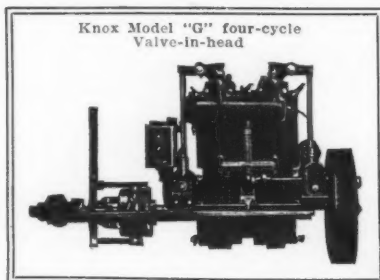
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"If your boat has to 'run in all kinds of weather—and your eatin' depends on it—you better get this baby on the job.

"I know what engines are like—I've tried most of 'em. Some behave accordin' to the weather: stall when it's rainin' or stormin' and actin' pretty when old Sol's out.

"That's all right for the Sunday picnickers, but not for me and the other ol' salts, who have to go out to earn our livin' no matter what the weather is doin'.

"And that's why I say get this Knox baby. The fellers that build it sure know what we need for everyday service. Seems like they took the pains to see what we're up against—and then built everything we need right in the engine."

This old salt probably doesn't know how near he's hit the nail on the head. For we are located right in the midst of the lobster fishing industry, where we can be in daily touch with these men and their problems. We know what they must have in their engines—and build accordingly.

Knox motors are made to give flawless, uninterrupted service under all conditions.

They are GOOD motors—all of them—and you can depend on them to take you out and bring you back on time, and with perfect safety.

Get the interesting details.

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**KNOX MOTORS ARE IDEAL FOR
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Sizes four-cycle type. Model "G," 6 H.P. to 16 H.P.; Model "F,"
25 H.P. to 75 H.P.

RIGGER OF WINNER

SCHOONER ESPERANTO

also

SCHOONER ELIZABETH HOWARD

SCHOONER PURITAN

and the New Schooner

COLUMBIA



SCHOONER ELIZABETH HOWARD

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Agents for the
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**KIRBY-
NEW BEDFORD**
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BRIDGEPORT MOTORS
"The Motor that Motes"
"D-LIGHT" LIGHTING SETS
Ideal for Fishing Craft
SEND FOR LITERATURE REPAIR WORK A SPECIALTY
BYRON N. SELLERS, 111 Haverhill St., Boston, Opposite N. Station



The "D-Light" Plant

CLAIMS MACKEREL CATCHING RECORD

CAP'N JOHN SEAVEY of Boothbay Harbor, Me., skipper of the fishing schooner Arthur James, who in many seasons has been the high liner of the mackerel fleet sailing out of Gloucester, opines that he has probably caught more mackerel than any other fisherman now in the business.

"Cap'n John allus gets the mackerel," assured a grizzly-bearded fisherman down on the cold storage plant wharf at Boothbay Harbor, when asked about Captain Seavey's record. "Sort'er has a way of smell'n' 'em out," he went on, "and the years and trips when he comes in with a light fare are few and far between. Any man as has sailed with Cap'n John'll tell y'r that if there's going to be a school of mackerel off'n Monhegan t'rmore'r mornin' and John's down Seguin way with the Arthur James, he'll head for Monhegan and be there ready to drop his seine overboard when the fish show."

Other Boothbay Harbor fishermen express like views and the record which Captain Seavey has made seems to bear them out.

Personally, Captain John will talk little about himself. As related by him, the story is: "I'm the oldest fishing skipper, in point of service, now in the business; and I've landed more mackerel than any other skipper."

He stops with those two statements, and any other information which you can secure has to be pried out of him or his friends.

He has been in charge of a fishing craft for 48 years, and for a number of years prior to taking command he went fishing, but does not count those years in his reckoning or put the fish taken during them into the total of his catch. Figures which he gives are all based upon years and catches since he became master of crafts.

He estimates that he has averaged to take 1,000,000 pounds of mackerel a year during those years, but friends of his in the fishing business say it is nearer 1,500,000 pounds. Accepting the captain's average, a total of 48,000,000 pounds, or 24,000 tons, of mackerel has

been landed at Gloucester and other ports by Captain Seavey. If his friends are right, the totals jump to 72,000,000 pounds, or 36,000 tons.

Probably the biggest catch he ever made was in May, 1920, when the Arthur James got 40,000 pounds of mackerel in one haul of the seine, and for the first 12 days of that month took 50,000 pounds of the fish, which brought a cash return of \$12,898 for the schooner.—Boston Herald.

CARP IN THE KENNEBEC

IT was long believed that carp would not survive in Maine rivers. This imported alien, being a mud dwelling fish, it was thought he would not live in the clear, cold, crystal clean Maine streams. For that reason the Dirigo State escaped the carp stocking mania which affected the states of the Middle West a few years ago. This was most fortunate, for the introduction of the carp brings deplorable results to the bass, perch and other fine American fish, which for many years had made the streams in which the foreigners were placed a valuable source of food supply and a delight to all fishermen loyal to the best traditions of their ancient sport.

But now it seems that faith in the immunity of Maine streams from carp invasion was ill founded. Only a few days ago Dewen McDonald of Farmingdale caught an eight-inch specimen in the Kennebec River. Last year he caught one 30 inches long in the same stream. The regrettable fact that carp are in the Kennebec is proved by Mr. McDonald's experience.

Whatever consolation there is in the circumstances that the carp were not deliberately planted in the stream but got there by accident the Maine fish experts are entitled to. Carp were imported for stocking a small pond at Gardiner, and in the process a few escaped into the Kennebec. Contrary to all accepted theories, they survived their plunge into the uncongenial immaclateness of the Maine stream and are breeding there. Whether they will multiply until they become the pests they have long been in Western streams

is a question in which men who fish in Maine are deeply interested.

It is not merely because the carp is of next to no sport interest to fishermen and of questionable food value that the fish has come to be held in the disfavor it has fallen into in the West. It is because it has all but exterminated the native fish in streams where it has been turned loose. The carp does not attack the mature fish; an American river bass will clean out a battalion of carp. The carp gets in its extermination work by raiding spawning grounds and eating up all the eggs the native fish deposit in them. Its ravages have just about depopulated many Western streams of their native inhabitants and left them little more than carp preserves.

It was a very simple matter, stocking our streams with this undesirable alien. Getting rid of him is a problem that thus far has been found beyond solution. Maine has an opportunity to lead a campaign against him.

OPEN PORTS TO YANKEES

A recent report from Consul General John G. Foster, Ottawa, states that the Governor General of Canada has authorized the Minister of Marine and Fisheries to issue licenses to United States fishing vessels on both coasts of Canada, permitting them to enter any port of Canada during the calendar year 1923, for the following purposes:

On the Atlantic Coast: 1, to purchase bait, ice, seines, lines and all other supplies and outfits; 2, to transship their catches; 3, to ship crews.

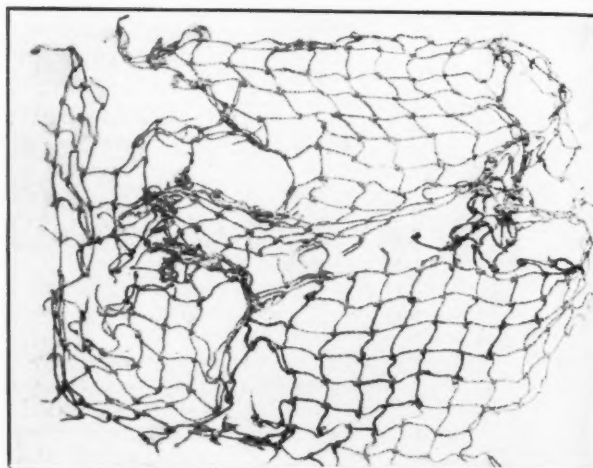
On the Pacific Coast: 1, to purchase bait, ice, nets, lines, coil, oil, provisions and all other supplies and outfits; 2, to ship crews; 3, to land their catches without the payment of duty, and (a) transship them in bond to any point in the United States, (b) sell them in bond to such local dealer or dealers as may be properly authorized therefor by the Minister of Customs and Excise, which dealers shall export the same in compliance with the bonding requirements, and (c) sell them for use in Canada on payment of duty. The license fee is \$1 per vessel.

FISH NETS

have been in use for at least
10,000 YEARS

According to the recent findings of the Harrington Expedition

YET in all this time no practical, adequate preservative for textile fishing gear had been discovered---until a few months ago, when government chemists hit upon copper oleate. Under the most exacting conditions copper oleate has proved itself the best practical net preservative known.



Gilliams Service, N. Y.

A FISHING NET WHICH REVISES HISTORY

It has long been held that fishing nets were a comparatively late development in the history of man and that, particularly in America, it came late. But now members of the Harrington Expedition, investigating the remains of a prehistoric race in the Arkansas Ozarks dating back 10,000 years have un-arthred a piece of fish net of that period which seems to disprove this theory. The fragment of net is only 7½ inches long, but it may mean an important revision in piscatorial history.

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Is now the recognized net
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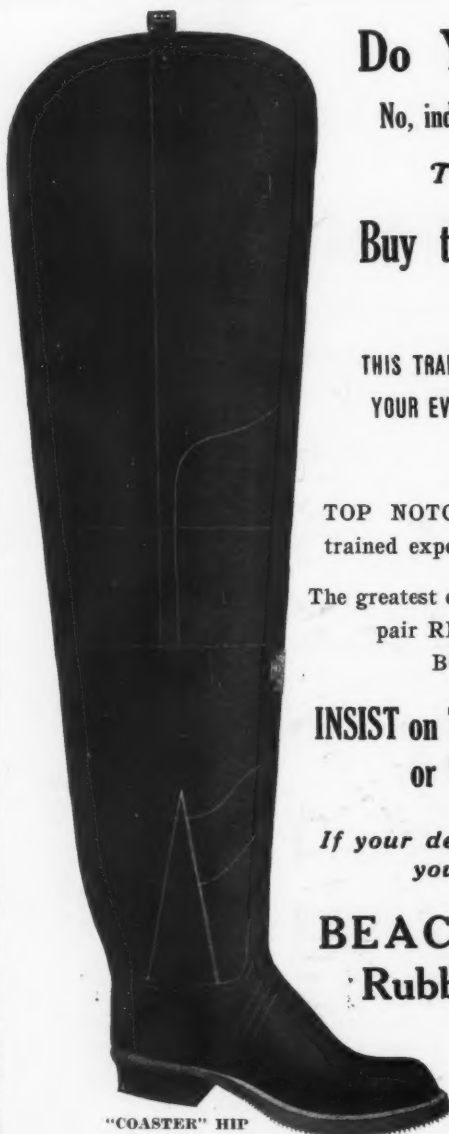
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New two-cycle 5 H. P.; weight 273 lbs.; R. P. M. 550; overall length 23 inches; width 17 inches; bore 5 inches; stroke 4½ inches; immediate sale. Cash \$85. Apply C. E., Atlantic Fisherman, 100 Boylston street, Boston.

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